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ONE SHILLING.

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TO THE BOLSHEVISTS, A "SCOUNDREL"; TO RUSSIA, A LIBERATOR: GENERAL YUDENITCH.

General Yudenitch, whose advance on Petrograd has been watched with so much interest, has for some time been Commander-in-Chief on that part of the anti-Bolshevist front, with Generals Rodzianko and Balahovitch as his subordinates. On August 21, at the Supreme Council of the Allies in Paris, it was stated that he had become Minister of War in a newly formed North-Western Russian Government at Reval, under M. Liazonoff.

A Bolshevik propagandist leaflet distributed among pro-Ally Russian troops on the Murmansk front stated: "The chief scoundrels among the 'Whites' are Generals Rodzianko and Yudenitch, Counts Palen and Benkendorf, and General Balahovitch. These scoundrels should be killed on the spot or arrested. To the platoon which brings us any of these rascals, alive or dead, we will pay 500,000 roubles."

MATTERS OF INTEREST.

THE WORLD'S FIRST ELECTRIC BATTLE-SHIP, THE "NEW MEXICO."

"UNCLE SAM'S" new super-Dreadnought, the *New Mexico*, was built at the Brooklyn Navy Yard, and launched in the summer of 1917.

She is 624 feet over all.

She weighs (displaced) 32,000 tons.

She draws thirty feet of water.

She is ninety-seven feet four-and-one-half inches broad, measuring at the water-line.

At full speed she can make slightly in excess of twenty-one knots an hour.

She generates 28,000 horse power for propulsion.

Her crew numbers nearly 1200 men.

She burns oil instead of coal as fuel and has a total fuel capacity of 6,800,000 lb., or about 1,000,000 gallons.

All of which indicates that the *New Mexico* is a truly wonderful naval craft. To the average individual, however, not intimately familiar with naval matters, these are by no means the most interesting features of this great boat. What gives her, to the civilian, much more popular interest is the fact that she is the first battle-ship of any nation in the world to be propelled by electricity.

Scarcely fifteen years ago electricity had never been seriously considered as an agency in the propulsion of marine vessels, though the adoption of electrical current in the operation of street cars, motor-cars, railway engines, etc., was an accepted fact.

The forward march of electrical progress has been comparatively slow to reach the ocean. Various applications of electricity as a motive force in driving locomotives and other vehicles of land transportation reached an advanced stage of development; while the steam-boat continued to puff away.

To be sure, the possibility of electrical ships was talked about as soon as electrical motors began to be used, but the actual serious study of its application awaited the development of the steam turbine. When this development finally reached an advanced stage combining high speed with light weight, engineers were ready to adopt electricity as a means of transmission between the turbine and propellers, and the *New Mexico* is one of the first finished results.

So wonderfully successful has she proved that Secretary of the Navy Daniels, it was recently announced, has decided to equip all of Uncle Sam's new capital ships with electrical machinery. The theory, it is said, is also making rapid strides in the cargo-carrying mercantile marine field, and at present there is every indication that the day is not distant when electricity will be the propelling force of practically every new ship.

Such ships having undoubtedly come to stay, a description of the electrical equipment of the first electric ship should prove interesting.

Deep down on the very bottom of the *New Mexico*, in what is technically known as the inner skin, the first application of electricity is to be found. It is a complicated mass of machinery, piston rods, valves, dials, and electric motors, which, combined, make up the steering-gear engine. This machinery is operated and controlled directly from the navigating-bridge by an ingenious device.

The courteous officer who accompanied the writer on the tour of inspection explained the workings of this machine, and stated that this is only one of five different methods of steering the ship. Whereupon we proceeded to a water-tight compartment directly aft, and here were observed four large wheels connected to a shaft which, when occasion demands, can be used to move the rudder by hand. But this shaft is also connected to an electric motor, and by the simple turn of a switch can be operated electrically as well, while it takes eight men to move the rudder by hand. Two other electrical units are situated in this compartment for rudder control, and, if all steering methods fail, a "jury" rudder may be rigged off the stern.

Forward, along the bottom of the ship, are the propeller shafts, four in number—each operating an immense propeller. These shafts extend from the motors which operate them, back through the ship and out at the stern, through what are known respectively as the starboard outboard shaft alley, starboard inboard, port inboard, and port outboard alleys.

Following forward along the inboard shaft through several more watertight compartments, down a hatchway, visitors find themselves in the propelling motor room. This is the section of the ship which actually drives the propellers, and the tremendous motor gives an inkling of the power necessary to make the big shafts revolve.

This motor, which, as already noted, is but one of four of similar size, stands twelve feet high from the floor and twelve feet wide. It generates 7000 horsepower, and obtains its current from other machinery.

Like the rest, this great motor is enclosed in a watertight compartment protected by bulkheads, and if anything should happen to it the current may be cut off at once and directed to the operation of the three propellers which remain. Still almost on the bottom of the ship is what the engineers call the centre engine-room. Here lies a switchboard containing levers, dials, telephones, indicators, and instruments for measuring electrical currents.

It is the main control-station of the ship, containing the arteries through which the life-blood of the vessel—in other words, the electrical current—courses. In fact, it is often called the heart of the vessel, and is the most vital spot on board.

Here in this compartment the electrical current is received, measured, and passed on to the motors.

From this station the propellers may be made to reverse or to go at full speed ahead; two propellers may be reversed while the other two are driven ahead. Here, also, any combination of control may be made up.

This is the turbo-generator section. There are two turbo-generators, consisting of a Curtiss steam-turbine directly connected to a powerful generator. This generator is operated by the steam-turbine and produces the current. Each of the turbo-generators produces 14,000 horse-power. In technical language this spot within the ship is known as the power plant.

The turbine is an essential part of this plant. It will serve to illustrate another advantage of the electric drive, which, in simple language, is just this: A steam turbine, to operate at its maximum efficiency, must revolve at relatively high speed, say 2000 revolutions a minute. On the other hand, the propeller, to be most efficient, must revolve with comparative slowness, say 200 revolutions a minute. This is because the propellers, if they revolved at high speed, would merely churn up the water and fail to drive the vessel ahead.

Electricity acts as a connecting link between this high-speed turbine and the low-speed motor which drives the propellers. Mechanical gears, which in the turbine-driven vessel have been used to reduce the turbine speed, are entirely eliminated and the necessary reduction accomplished by simple electrical means.

The operating units of vital importance are each inclosed in separate water-tight compartments. In addition, the machinery is grouped very close to the centre of the ship, as far as possible away from the sides.

To follow the power route, it is necessary to go still further forward to amidships in the vessel. Here nine huge steam boilers, arranged three in a compartment, store up the steam under a pressure of 250 lb. to the square inch and deliver it to the turbines.

The current which the two turbo-generators produce is used entirely in the actual propulsion of the vessel, the successive stages of which have been outlined. Important as it is, the *New Mexico* must have additional electrical energy with which to operate scores of auxiliary apparatus.

For instance, electric motors operate the 12-in. and 14-in. guns, blowers which supply the ventilation of the ship, electric fans, telephones, air heaters, pumps, refrigerating machinery, wireless apparatus, kitchen appliances, laundry equipment and scores more, to say nothing of the lighting system. Motor-driven machinery also operates the boat-crane and the anchor windlass, and there are scores of storage batteries which stand ready to keep the electric lights going should the main lighting system fail. It has been estimated that there are aboard the *New Mexico* no less than 350 electric motors.

Visiting the living quarters of the *New Mexico*, an inspection is made of the kitchen, where much of the cooking and all the baking is done electrically—electric motors operate the dough-mixers and dough-kneaders, while the loaves are baked in electrically-heated ovens.

The *New Mexico* has twelve 14-in. guns, and many of smaller calibre, including a battery of anti-aircraft guns. The larger-calibre guns, three in each of the four turrets, are operated by electricity. The turrets are revolved and the guns elevated by electric motors. Ammunition-hoists run electrically, and there are electric gun-loaders; while even the big guns are fired by electrical means.

Up in the mast is to be noted one of the big "eyes" of the ship, an electrical eye, which can see for miles in inky darkness. The current for the operation of the searchlight comes from one of the turbo-generators heretofore described. The *New Mexico* is equipped with eight 36-in. searchlights.

SURVEYING BY PHOTOGRAPHY FROM AIRCRAFT.

IN addition to the rapid transportation of mails, passengers, and goods by air, the aeroplane is now able to undertake the important task of surveying, by the aid of photography, those parts of the world which have hitherto been inaccessible.

It will be obvious that a photograph of the ground, taken by a camera with a lens pointing perpendicularly downwards and the sensitive plate resting within the camera in a plane parallel to the earth at the moment of exposure, will form a map of the area covered by the plate—all natural features on the surface of the earth, such as forests, rivers, lakes, etc., being faithfully represented to a scale which may be worked out by the use of a simple formula. In order to survey a very large area by this method, it would be necessary to take a series of photographs each slightly overlapping the other, with the object of securing an unbroken representation of the ground to be mapped. For the purpose of obtaining uniform scale throughout, it is essential for the aeroplane to fly on a straight course, and at the same height, whilst the aviator makes his exposures at regular time-intervals to ensure that each photograph overlaps the last one taken. If the exposures are made too quickly one after the other, they will overlap more than is necessary, causing waste of plates; whilst, on the other hand, if the exposures are made after too long an interval, the series of pictures will not join up together, necessitating additional flights for the purpose of filling in the gaps. Several factors—speed of aeroplane, height, etc.—have to be considered when deciding what time-interval in seconds should be allowed between exposures; and, as the matter is of paramount importance in regard to economy in photographic material, and the additional expense incurred by machines going up again to fill in previously-missed area, it may be of interest to state that an instrument has been invented which will give the exact number of seconds which should elapse between each exposure. The instrument is simple, and directly the number of seconds' interval between the first two photographs is known, the pilot has only to fly a straight course, and expose as the proper number of seconds elapse.

The illustration on page 637 of this issue depicts an aeroplane engaged in photographing a straight-line "overlap." Upon completing that line, the machine will turn about and continue its work by photographing another line directly alongside the previous one, and so on until the whole of the area required is covered. After the photographic prints are pasted down in proper sequence, they are worked upon by topographical draughtsmen, and subsequently reproduced by any convenient process in numbers as required.

As the result of valuable experience gained during the recent war, British aerial cameras have reached a very high state of perfection in construction and efficiency in actual use, especially as regards their suitability for mapping purposes in countries where previously no maps existed of a reliable nature. Formerly each photographic plate had to be separately changed by hand, but now this is done by ingenious mechanism, leaving the pilot free to fly a level course and to make the exposures at the proper time.

One of the most important points to be borne in mind is that of maintaining the aeroplane with its camera in such a position as will ensure that the photographic plate or film is in a plane parallel to the earth whilst the exposures are being made; otherwise, should the aeroplane be climbing, descending, or banking, however slightly, the camera-lens will point away from the perpendicular, and variation in scale will ensue. Therefore it is essential for the pilot to be thoroughly well trained in the subject for which he is employed, and for the camera to be carefully suspended or fixed inside the fuselage, and trued up by the aid of spirit levels to correspond with the position of the aeroplane when flying level. But, to reduce human error to a minimum, a contrivance to hold the camera in gyroscopic suspension would seem to afford the solution.

It should be mentioned here that, so far as may be seen at present, surveying by air photography will never give such complete information as is obtained by ground surveys—for instance, important details such as the depth of rivers and contour measurements; although, with regard to the latter, it is quite possible that, in the early future, accurate readings may be secured with the aid of stereoscopic air-photographs taken from directly overhead and also at an angle from suitable view-points.

However, the method will, without doubt, prove of the utmost value in revealing the chief features of hitherto unexplored parts of the world. W. H. S.

RUSSIA IN THE MELTING-POT: WITH THE ANTI-BOLSHEVIST FORCES.



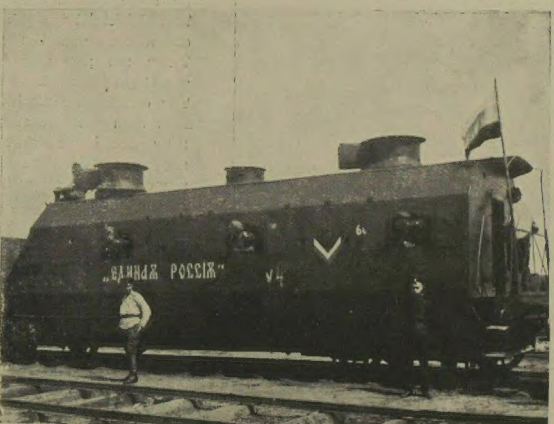
WHEN THE CITY WAS CAPTURED SOME WHILE AGO: GENERAL MAIMAICOSKI TAKING THE SALUTE AT KIEFF.



MOST VALUABLE IN PURSUING THE BOLSHEVISTS: A TROOP OF COSSACKS.



INSPECTING THE RUSSIAN TANKS: THE EMIR OF BOKHARA'S AMBASSADOR TALKING TO A RUSSIAN TANK OFFICER.



WITH THE BADGE OF DENIKIN'S ARMY, AND THE INSCRIPTION, "UNITED RUSSIA": AN ARMOURD TRAIN USED AT KIEFF



INSPECTING THE BRITISH-TRAINED RUSSIAN TANK CORPS: GENERAL DENIKIN.

The situation in Russia is so chaotic and the news from there, on the whole, so unreliable, that it is not possible to say anything very definite as to the fighting hour by hour. With regard to the photographs on this page, the following notes are of interest: General Maimaicoski was Commander-in-Chief of the Volunteer Army which took Kieff some while ago. Later, the city was lost; but it appears to have been recaptured by Denikin's

forces.—The "chevron" on the armoured train is the red, white, and blue badge of Denikin's Army. All his officers and men wear it on the sleeve. The inscription, translated, reads: "United Russia."—The Russian personnel for the Volunteer Army Tank Corps were trained in the use of British Tanks by British experts. Tanks have been of the greatest use in Denikin's advance, for they terrorise the Bolshevists.

BOLSHEVISM AS IT IS.

By One who has Just Returned from Russia.

IT is the duty of everyone who has seen Bolshevism with his own eyes to do his best to unmask it.

As far as we can judge, Bolshevism owed its inception in Russia to three causes. Firstly, the obstinacy and bad government of the old régime; secondly, the intrigues on the part of the Germans in Russia; and thirdly, the intrigues and propaganda of the Jews.

Let us consider the first cause. The Government of the Czar had been warned by one revolution that reforms were necessary. It even began, in a half-hearted manner, to revise the laws relating to the tenure of land by the peasants, which is at the bottom of all discontent in Russia and a legitimate grievance, but is such a big subject that it is impossible to go into it here. The Czar was told by the more enlightened of his Ministers that, unless he granted reforms, another revolution was inevitable; but he remained deaf to all advice, obdurate to the end.

Now let us consider why, and we come to the second cause—German intrigue. With their usual thoroughness, the Germans, anticipating a conflict, had permeated Russia economically and most effectively, by a system of espionage, bribery, and corruption amongst highly-placed officials. We know now that Germany was beaten in 1918, and that unless she could reinforce herself on the Western front, she would be forced to accept the Allies' terms. Her Russian campaign had always been unprofitable, carried on largely by her unreliable ally, Austria. She no doubt also remembered Napoleon's adventures in Russia. She realised that the Russians, ill-equipped and armed sometimes with oaken clubs, were always a formidable enemy. She also realised that, owing to the size of Russia, the climate, the length of communications, and, again, her unstable ally, it was almost impossible to force a decision in that theatre of the war. Last, but not least, she realised that the much-needed reinforcements for the Western front could only be drawn from one source, and that was Russia. And so she determined to bring about the collapse of the Russian front. She could not defeat the indomitable Russian soldiers in the field, and, fair means being out of the question, she decided on foul, and to bring about a revolution in Russia. She knew the charge was laid; it only required to light the fuse. This she did by active revolutionary propaganda amongst the soldiers in the trenches—leaflets dropped from aeroplanes—a newspaper printed (in Russian) behind the German lines and delivered in the Russian trenches by patrols; and by sending Lenin through Germany to Russia, no doubt after he had been instructed by the German General Staff in Berlin. This act on the part of the Germans is admitted by Ludendorff in his book, where he uses the phrase "when we sent Lenin to Russia."

But the intrigues of the Germans in the days immediately preceding the revolution—the lighting of the fuse, as it were—would have availed nothing if the charge had not been carefully laid beforehand. Now let us consider how it was laid. The primary reason of the bad administration of the late Czar's Government was German intrigue: bribery of Ministers and officials and an indirect pro-German influence over the Czar himself. This last—probably more than any other cause responsible for the revolution—was wielded by Rasputin, one of the vilest characters that ever stained the pages of the history of any country. The Germans exercised almost complete control over the Government of Russia through Rasputin, who was undoubtedly their agent. Thanks to his influence over the Empress and her influence over the Emperor, they took good care that no Minister or official who favoured reform or was sufficiently enlightened to see that his country was approaching catastrophe, was given any post of importance, or, if he occupied a post, was allowed to remain there long.

Next, we come to the third cause of the Revolution—Jewish propaganda and intrigue. As everyone

knows, the Jews have been almost continuously oppressed, and often there have been "pogroms," or wholesale massacres of the Jews, in Russia. But what everyone does not know is that the Jews have always been an adverse influence in the progress and development of Russia. They have for many years speculated for their own as apart from their country's benefit; exploited not only their rivals in commerce and the rich people of the country of their adoption, but the very class to which they now pose as saviours. They, more than any other class, have battered on the low

officers on the staff of the Bolshevik high command, has long been known to General Denikin. The Germans are, of course, supporting the anti-Bolshevik elements too; but the question of German policy in Russia at the present time is too big a subject to enter into here, since we are solely concerned with Bolshevism.

The characteristics of Bolshevism are very much the same as those of the French Revolution, with the exception that the French Revolution inspired its adherents with a zeal which enabled them to conquer half Europe, whereas Bolshevism is directed by the scum of Russia, and keeps its adherents together by pandering to their lowest instincts, and by bribing them with large sums of worthless paper money. Bolshevism has never called forth heroism amongst its partisans: the Bolshevik armies have never gone forward singing a "Marseillaise." The personnel of its armies has been forced to fight by the threat of starvation, torture, and reprisals against their women. The army is officered to a large extent by officers of the old Russian Army who are forced to fight against their will by bribes of food and munificent pay; and the case of the higher command is the same. Thus an ordinary Bolshevik officer receives a salary as large as that of General Denikin himself, as Commander of the Volunteer Army. As these bribes are usually insufficient to force a self-respecting officer to fight for them, pressure is brought to bear by holding his wife or other members of his family as hostages, who are starved or tortured, or both, in the event of the officer not performing his military duties to the entire satisfaction of the Bolshevik authorities. With every regiment, battalion, and battery, etc., is a political commissary (always a Jew), whose duties are to keep the flame of Bolshevism alight in the unit, and to act as a spy on the officers of the unit. Should these not conform to the wishes of the commissary, he reports them to the district commissary, who has them removed from their post, tortured and executed without trial. Discipline amongst the Bolsheviks was at first non-existent (the men called their officers "comrade"), but lately the Bolsheviks have realised that discipline is necessary in any army, especially amongst uneducated workmen and peasants; and they have tried to enforce a type of discipline which in severity would be a lesson to the Prussian Guard. The Bolshevik troops as a whole are beneath contempt; and local successes are obtained in nearly every case by highly paid mercenaries. It is not necessary to describe the tortures undergone by anyone who is unfortunate enough to be taken prisoner by these troops. The next best Bolshevik troops are the communists and the sailors. These are also more highly paid than the ordinary troops. The communists receive more food than the rest and, since their doctrine is that every man's possessions are common property—a theory they are in the habit of putting into practice very thoroughly—they manage to make a very good living out of Bolshevism. The sailors have always been in the front rank amongst the exponents of Bolshevism: they invented the merry joke of putting their officers down the funnels of their ships in the first days of Bolshevism.

As regards the Administration, this is of a somewhat crude type, as judged from an English point of view. "Justice" is administered by revolutionary tribunals set up all over the country, presided over by a Jew commissary, who sentences any so-called offenders to imprisonment, torture, or death. Torture, as practised by the Soviet tribunals, has been brought to a fine art, and varies between red-hot needles inserted under the nail and in the eye, to the hacking-off of limbs and flogging to death with Cossack whips. There is no such thing as a defence on the part of the accused permitted. People are sentenced to death daily for being counter-revolutionaries, their real offence being



STEEL-HELMETED ANTI-BOLSHEVISTS: MEN OF THE VOLUNTEER ARMIES.

rate of wages paid to the Russian workman, and before the Revolution they were most anxious that he should remain in comparative slavery in order that they could fill their pockets. But this was not enough: they desired complete control of Russia, in order that they could further increase their gains. It was clear to them that they must first gain ascendancy over what may be termed the intelligent class in Russia, who were certain to oppose to the utmost the control of Russia by the hated Jew. Here it should be recalled that, broadly speaking, there are only two classes in Russia: the educated and uneducated. Russia does not, like other countries, possess a middle class. And so the Jews determined to obtain their ascendancy by total extermination of the educated class. This class has come to be known among the Bolsheviks as the *bour-*



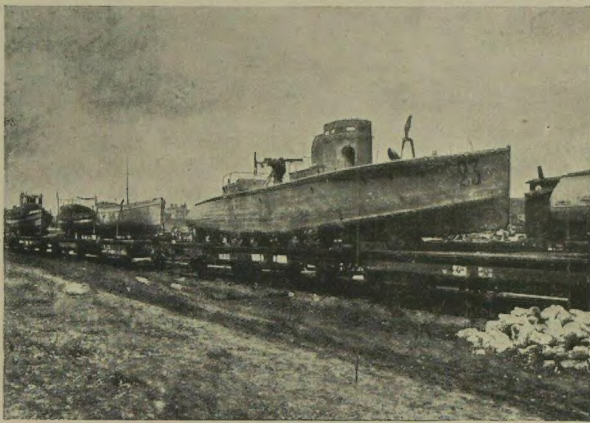
FIGHTERS UNDER GENERAL SKHURO: "GREY WOLVES."

geoisie. The instrument that was to carry out this extermination was the so-called proletariat, i.e., workmen and peasants. Thus the Jews carried on an active propaganda inciting the proletariat to indulge in a revolution and a massacre of the bourgeoisie. These were the three causes of the Revolution, of which the first two are intimately connected.

Was there any connection between the Jewish revolutionary propaganda and the German intrigues? It is reasonable to think there was, since to-day the Germans are supporting the Bolsheviks. The presence of German officers and N.C.O.'s in the ranks of the Bolsheviks, and, above all, the presence of German

[Continued on page 627.]

RUSSIA IN THE MELTING-POT; WITH THE ANTI-BOLSHEVIST FORCES.



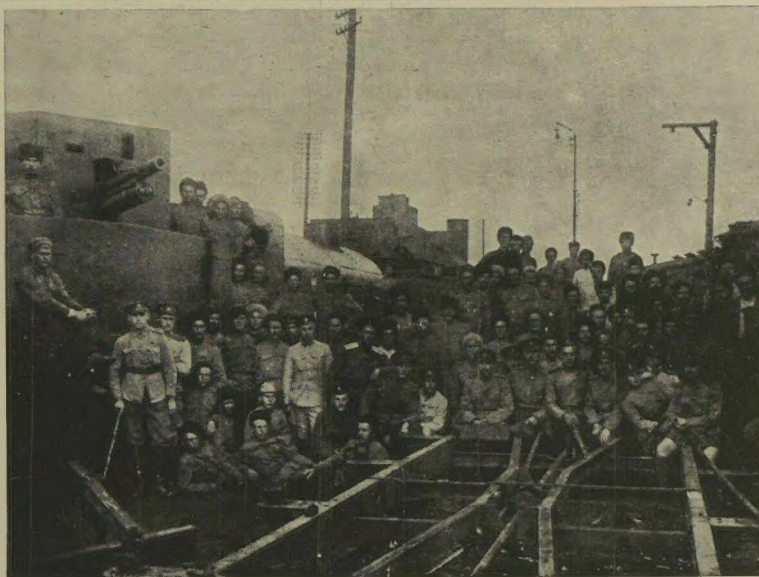
BROUGHT OVER LAND, FOR USE ON THE DON RIVER: ARMED LAUNCHES WHICH PROVED OF GREAT FIGHTING VALUE.



AT A SERVICE FOR THE FIRST COMMANDER OF THE VOLUNTEER ARMY: GENERAL DENIKIN AND STAFF AT KORNILOFF'S GRAVE.



ON GENERAL DENIKIN'S STAFF: GENERAL - QUARTER - MASTER PLUSCHIK-PLUSCHEVSKY.



ARMED WITH A BRITISH 18-POUNDER: A VOLUNTEER ARMY ARMoured TRAIN; AND CREW.



LEADER OF THE "GREY WOLVES": GENERAL SKHURO, OF THE VOLUNTEER ARMY.



SACRILEGE BY THE BOLSHEVISTS: SACRED VESTMENTS WANTONLY DESTROYED IN A CHURCH AT KHARKOV.



USED AS A THEATRE BY THE BOLSHEVISTS: THE CHURCH OF THE SEMINARY IN KHARKOV, AFTER RECAPTURE.

General Korniloff, it will be recalled, was the original Commander of the Volunteer Army in the Field. In those days it consisted of a few thousand devoted officers, practically unarmed. Korniloff was killed by a shell while giving orders for the attack on Ekaterinodar.—General-Quarter-Master Pluschik-Plushevsky is on General Denikin's staff. In the Russian Army, the Quarter-Master-General is responsible for operations, under the

Chief of Staff, and not for administration, as in the British Army.—It will be noted that a number of the crew of the Volunteer Army Armoured Train wear khaki tunics provided by the British.—General Skhuuro is a famous leader of Kuban Cossacks whose troops are known as "The Grey Wolves." He has carried out many cavalry raids behind the Bolshevik lines, and is one of the most popular leaders of the Volunteer Army.



By G. K. CHESTERTON.

I GATHER that many do not yet understand what is really meant by the word property. They do not know what I mean when I say that a man of real popular sympathies should defend the idea of property, and all the more if he is fully conscious of the corruptions of capitalism. Some seem to suppose it is a kind of paradox. Others suppose it is something far more frivolous than a paradox—one of those vague, verbal distinctions between the sympathetic way of stating a thing and the unsympathetic way of stating the same thing. They imagine it is a mere sentimental distinction without a difference. But in the particular case at issue this is altogether a mistake. Property is not merely a good word for capitalism. Capitalism is not merely a bad word for property. The distinction between the two diverse developments of the sense and power of possession is a difference at once definite and distant. And, as I firmly believe that on this distinction hangs the whole hope of a sane and stable social settlement in these unsettled times, I will say a few more words about it, at the risk of repeating myself.

The simplest sense of the sentiment of property is that indicated in any common object of possession—let us say a walking-stick. A walking-stick is all the better as a working example, because it is not in the ordinary sense a thing with which a man does any work. It is not a tool. Fanciful as it may

sound, it might be called a sceptre—a purely symbolic staff indicating that liberty which is itself a kind of lordship. Nevertheless, a walking-stick is a thing a man often wants, and even a thing he often uses; but he would hardly be able to say exactly when he would want it, and this doubt could be most substantially summarised by saying that he would always want it. He desires to have it ready to hand—that is, he desires to be the complete and unconditional owner of it. Now this is perhaps the first, or at least the most practical, fact about the psychology of property. Any limitation on property is here a limitation of liberty—that is, of a thousand things that are too light and loose to be analysed. Any alternative to property is the codification of conditions under which he may or may not obtain the object from the hands of others. He might have to leave the walking-stick in an official and universal umbrella-stand, as he sometimes has to leave it in a cloak-room. He might have to submit

to a Government department a sort of time-table stating the exact hours during which he wanted the walking-stick. There might even be only one great communal walking-stick, which was handed round in rotation among the citizens. But all these bureaucratic arrangements break down upon the psychological fact of the real fun of the thing. The fun of the thing is altogether accidental and adventurous—that is to say, it is unforeseen. A man could not predict or prophesy at what hour and moment he would want to knock the head off a thistle.

Now, if all this is true of a trifle like a walking-stick, it is more and not less true of things with which more good can be done—things that can be

Socialists now. It does not follow that most of the believers in asceticism are ascetics. It does not follow that all the philanthropic capitalists give up their wealth, any more than that all the theological Emperors gave up their sins. But it does mean that they all think in terms of the communistic ideal, as the others all thought in terms of the monastic ideal. Men rush to form communities from which property is excluded, as they rushed to form communities from which marriage was excluded. Men became monks, in theory, though not in practice. But just as the Church wisely saved marriage and the normal affections to flourish in more normal times, so the world will be wise if it allows a place for property after the passing of the first enthusiasm of

Socialism. In this sense, though not as in the vulgar fallacy of the plutocratic demagogues, it is true that Socialism is a counsel of perfection. And the moral repudiation of property is like monasticism in another sense—that many have the vision who have not the vocation.

It is really the opposite of the truth that communism is the popular thing. It is the opposite of the truth that property is privilege. The truth is that communism is for the few and property for the many. Certain minds have always perceived that life would be simplified without possessions, as it would be simplified without passions. But so to simplify

the whole of human life would be rather to nullify it. And the attempt to apply to all humanity an impossible and even inhuman test is producing before our eyes the same horrible incongruities which darkened the heresies of the Greek and Judaic decline. The Gnostics and Manicheans were ascetics even while they were profligates. And the worst monopolists of our own day are Socialists even while they are sweaters. But it will be very unwise for the victims of sweating to surrender everything to this sweeping and systematising spirit. They will certainly find that the real economic tyrant does not cease to be a bully when he becomes a bureaucrat. The only real freedom for workmen is to have some reserve of possessions independent of any institutions. The new system will have its own vices as well as the old system; it is only what a man owns that he can use to defend himself against any vices of any system. In a word, the man must own his own stick, especially if he has on rare occasions to use it as a cudgel.



HEARING "THE DRUMMING THUNDER" OF NIAGARA: KING ALBERT IN OILSKINS, MAKING A TOUR OF THE FALLS.

During his stay in America the King of the Belgians recently visited Niagara Falls, with Queen Elizabeth and their elder son, the Crown Prince Leopold, Duke of Brabant, who were in the party seen following his Majesty in our photograph. King Albert himself had been there once before, but all thoroughly enjoyed the pilgrimage round the Falls, which necessitated the wearing of oilskins on account of the spray. The young Prince in particular revelled in clambering about the rocks.—(Photograph by Underwood and Underwood.)

offered in courtesy, or expended in hospitality, or defended in honour. There are primary forms of property the surrender of which, while they are not being used, would be much more dehumanising than giving up a stick in a cloak-room. It would be more like a man giving up his eyes before a concert, because he does not hear with his eyes; or surrendering his ears before a cinema, because he does not see with his ears. Obviously, he would still wish to see whether the concert-hall was on fire, or hear that he had dropped a five-pound note. In short, there would still be the unforeseen. And none has to consider the unforeseen so much as the poor man who is in danger of oppression.

The world to-day has had a wave of asceticism about property, very like the wave in the early Dark Ages of asceticism about sex. That is the most truly historic and philosophic way of stating the vague modern impression that we are all

THE POET IN POSSESSION AT FIUME: TROPHIES AND ORATORY.



1. DECORATED WITH TROPHIES OF THE BUCCARI NAVAL RAID, AND THE STANDARD OF THE ROMAN VOLUNTEERS: D'ANNUNZIO'S BED IN THE PALACE AT FIUME.

Gabriele d'Annunzio was among the first to kindle Italian patriotism by his burning eloquence and bring his country into the war. Then followed his exploits as an aviator, and, finally, his brilliant, but embarrassing, raid upon Fiume. His bedroom in the Palace there, which serves also as his study, is adorned with trophies, including one of the Naval raid of Buccari on February 10-11, 1918, and the standard of the Roman

2. THE POET AS MAN OF ACTION: GABRIELE D'ANNUNZIO, WHOSE FIERY ELOQUENCE ROUSED ITALY TO WAR, HARANGUING HIS TROOPS AT FIUME.

Volunteers, inscribed "Italy, or Death." At the moment of writing he appears to be still in possession at Fiume. A message from Rome on October 14 stated that Signor Tittori had submitted to the Peace Conference in Paris a new proposal for the solution of the Adriatic problem, suggesting the formation of an independent State of Fiume, under the protection of the League of Nations, as a buffer State between Italy and Yugo-Slavia.

CAMERA NEWS: ARAB AND BASUTO CHIEFS; SINN FEIN; GAS FOR RATS.

PHOTOGRAPHS BY TOPICAL, ROL, C.N., AND SPORT AND GENERAL.



THE PROCLAMATION AGAINST SINN FEIN IN DUBLIN: A GROUP OUTSIDE ITS HEADQUARTERS IN HARCOURT STREET.



THE CONSECRATION OF THE BASILICA OF THE SACRÉ COEUR IN PARIS: A PROCESSION OF PRELATES IN MONTMARTRE.



SEEING THE SIGHTS OF LONDON: SOME OF THE CHIEFS FROM CENTRAL ARABIA WHO RECENTLY CAME ON A MISSION TO THE KING.



POISON-GAS FOR EXTERMINATING RATS: A "GAS-ATTACK" AT DEAN FARM, DOLLIS HILL.



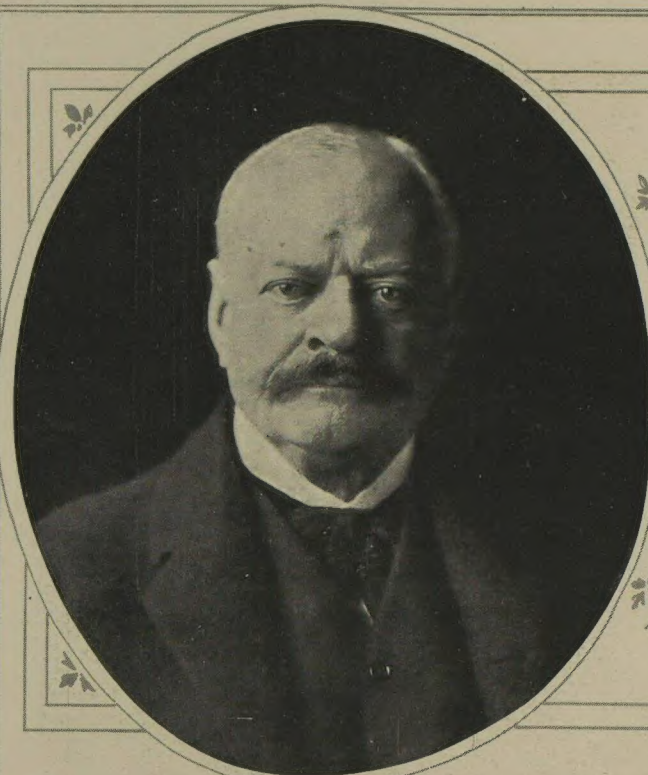
WITH THE PARAMOUNT CHIEF, GRIFFITH LEROTHOLI, IN THE CENTRE: BASUTO CHIEFS AT SOUTHAMPTON.

A Proclamation suppressing Sinn Féin in Dublin City and County was recently issued, and copies were served at the Sinn Féin Headquarters, with a notice that the authorities would not permit the proposed holding of the Sinn Féin Annual Convention at the Mansion House on October 16. Police and troops were posted, but no disturbance occurred. The Convention was held secretly in an hotel.—The consecration of the great Basilica of the Sacré Coeur on the hill of Montmartre in Paris was the occasion of impressive religious ceremonies, which lasted from October 16 to 19. The central figure was Cardinal Vico,

the Pope's Legate, and 120 prelates were present, including Cardinal Bourne.—Chiefs from Central Arabia and the Gulf Littoral recently came to this country on a special mission to the King. Principal among them are the son of Ibn Saud, ruler of Nejd, and a son of Sheikh Mubarak of Kuwait.—Another interesting deputation, of Basuto chiefs, arrived at Southampton on October 18 in the s.s. "Briton." In our photograph, taken on board, the Paramount Chief, Griffith Lerotholi, is seen in the centre, with Mr. F. Ford, British Assistant Commissioner. The Chiefs are to be received by the King on November 6.

PERSONALITIES: PEER; NEW PEER; ACTOR; SOLDIER.

PHOTOGRAPHS BY ELLIOTT AND FRY AND VANDYK.



PUBLIC BENEFACTOR AND NEWSPAPER-OWNER:
THE LATE VISCOUNT ASTOR.



THE NEW VISCOUNT ASTOR: MAJOR WALDORF ASTOR, M.P.,
OWNER OF THE "OBSERVER."



ACTOR AND CRIMINOLOGIST: THE LATE MR. H. B. IRVING, ELDER SON
OF THE LATE SIR HENRY IRVING.



A FORMER CHIEF OF THE IMPERIAL GENERAL STAFF:
THE LATE SIR JAMES WOLFE MURRAY.

William Waldorf Astor, first Viscount Astor, who died on October 18, was the only child of John Jacob Astor, and was born at New York, in 1848. In 1891 he became a naturalised British subject. In 1893 he purchased the "Pall Mall Gazette" and the "Pall Mall Magazine," and, later, the "Observer." He wrote novels and short stories. During the war, he showed great munificence. He was created Baron in 1916, and Viscount in 1917. He is succeeded by his son, Major Waldorf Astor, M.P., for the Sutton Division of Plymouth since 1911; and owner of the "Observer." Major Astor was born in 1879. He is Parliamentary Secretary to the Ministry of Health.—Henry Brodribb Irving, who died on October 17, was the elder son of the late Sir Henry Irving, and was well known as an

actor—not great, perhaps, but always intellectual and interesting; and as a criminologist. He was born in August 1870. He was called to the Bar at the Inner Temple; but the stage claimed him in 1891. He married Miss Dorothea Baird, the original "Trilby."—Lieut.-Gen. Sir James Wolfe Murray, K.C.B., who died on the 17th, was in his sixty-seventh year. He was a Staff Officer of much distinction. From 1881 he held Staff appointments almost without a break. He served in Ashanti; and in Natal during the South African War. He left the post of G.O.C.-in-C., South Africa, to succeed the late Sir Charles Douglas as Chief of the Imperial General Staff. In October 1915, he went on a mission to Russia. On his return, he held the Eastern Command until 1917.

"The choice is between Hell and Utopia": The Presidential Address at the Church Congress.

DELIVERING HIS ADDRESS ON "THE FAITH IN THE LIGHT OF THE WAR": THE BISHOP OF PETERBOROUGH AT THE OPENING OF THE CHURCH CONGRESS. The first Church Congress held since the war began assembled in the fine De Montfort Hall at Leicester on October 14. The principal subject of discussion was the position of the Church in the New Age. The Bishop of Peterborough, as President, delivered an eloquent Address on "The Faith in the Light of the War," and the means by which the Church could so guide public opinion as to make another war impossible. "The choice before us now," he said, "is between Hell and Utopia. . . . The Southampton Congress in 1913 proclaimed the Kingdom of God. The war unveiled the hideousness of a civilisation not based upon its principles."—[PHOTOGRAPH BY L.N.A.]

Our Royal Visitor from Spain: King Alfonso, with Queen Victoria, in a Recent Group.

EXPECTED IN LONDON ON OCTOBER 23: THE KING OF SPAIN, WITH THE QUEEN AND OTHER MEMBERS OF THE SPANISH ROYAL HOUSE.

The King of Spain arranged to arrive in London (travelling incognito as the Duke of Toledo) on October 23, after visiting Paris. Owing to illness, Queen Victoria was unable to accompany him, but it was hoped that she would be able to follow later, and to stay some weeks with her mother, Princess Beatrice, at Kensington Palace. Our photograph was taken at the Miramar Palace, San Sebastian. King Alfonso is seen standing in the centre of the back row, next to his brother-in-law, Infante

D. Carlos (to the left). In the middle row, from left to right, are: The Marquess de Viana, Majordomo; Queen Maria Christina; Infante Gonzalo; Infante Juan; Queen Victoria; Infanta Luisa; and the Duquesa de San Carlos, Chief Lady-in-Waiting. In the front row, from left to right, beginning with the second figure, are: Infanta Beatrice; Infanta Isabel; Infanta Christina; the Prince of the Asturias; Infante Jaime; Infante Gabriel; and Prince Pio de Saboya.—[PHOTOGRAPH BY TOPICAL.]

THE DOUGLAS-PENNANT CASE: THE W.R.A.F. CHIEF'S DISMISSAL INQUIRY.

DRAWN BY OUR SPECIAL ARTIST, STEVEN SPURRIER, R.O.I.



GIVING EVIDENCE REGARDING HER DISMISSAL BEFORE A SELECT COMMITTEE OF THE HOUSE OF LORDS: MISS VIOLET DOUGLAS-PENNANT (RIGHT. BACKGROUND), EX-COMMANDANT OF THE WOMEN'S ROYAL AIR FORCE.

An Inquiry into the summary dismissal of Miss Violet Douglas-Pennant, on August 28, 1918, from her post as Commandant of the Women's Royal Air Force, was opened on October 14 before a Select Committee of the House of Lords. Lord Wrenbury presided, and the other members of the Committee were Lord Kintore, Lord Denbigh, Lord Methuen, and Lord Farrer. Miss Douglas-Pennant was represented by Mr. J. A. Hawke, K.C., Mr. Stuart

Bevan, K.C., and Mr. J. N. Buchanan. Miss Douglas-Pennant gave evidence on the 15th, 16th, and 17th. She was then cross-examined by Mr. Rigby Swift, one of the Counsel representing the Air Ministry, and the Inquiry was adjourned until Monday, October 21. The case has aroused great interest, not only among the members of the W.R.A.F., but also among the general public.—[Drawing Copyrighted in the United States and Canada.]

THE FIRST AIR VIEW OF AN ACTIVE VOLCANO'S CRATER: A UNIQUE FEAT IN AERIAL PHOTOGRAPHY.



THE CRATER OF MOUNT VESUVIUS AS SEEN FROM THE AIR: A WONDERFUL PHOTOGRAPH TAKEN FROM A HANDLEY-PAGE AEROPLANE.

This remarkable illustration represents a unique feat in the annals of aviation and aerial photography. Vesuvius still from time to time displays ominous activity. Last August, for example, two volcanic figures appeared on the mountain, on the side of Monte Somma, and two streams of lava flowed towards the Valle Inferno. Although the crater has never before been photographed from the air, it has been explored, and photographs have been taken inside it, by Professor Alessandro Malladra, of the Vesuvius Observatory. Several of the most striking of them

were reproduced in our issues of June 8, 1912, and September 27, 1913. On the former occasion the daring scientist descended into the crater to a depth of 1000 feet. On September 9, 1913, he went still further down, to over 1200 ft., accompanied by Professor Max Stortz and M. Paul Jacobi, and explored the edge of a new "mouth" which had opened. It was apparent that a new period of eruption had begun—one that would extend, perhaps, over many years, and might end with a terrible upheaval similar to that which destroyed Pompeii and Herculaneum.

THE WORLD OF FLIGHT

ON STEAMSHIP AND AIRSHIP LINES.

By C. G. GREY,

Editor of "The Aeroplane."

SOME few days ago a new air-line was started which prompts one to speculate on a fresh direction in which commercial aeronautics may develop. The line in question is being run between London and Paris by Instone and Co., the well-known ship-owners and brokers, who have recently bought several machines for the purpose. The remarkable thing about the venture is that this is the first time a firm which is not connected with any aircraft construction firm has started an air-service, and it is also the first time a shipping firm has interested itself in civil aerial transport. Hitherto, although the air-lines have been

a rumour. It would be a good thing for Commercial Aeronautics in general, and for the Aircraft Industry in particular, if those rumours were in due time to become facts, for though the various aerial transport firms which are connected with aircraft construction can and will do excellent work all over the world, there is plenty of room for the use of aircraft in direct connection with the existing steamship lines.

A small example of how such a connection can operate was given recently in America, when an aviator flew out after a liner which was already on its

run a complete trans-Atlantic aerial mail. With the aeroplanes of to-day, which do between 120 and 140 miles per hour, it is fairly safe to reckon on an average speed of 100 miles an hour over the ground. And, as few Atlantic steam-ships do better than 30 miles an hour, one could calculate on the aeroplanes doing 60 and 70 miles an hour better than the ships. Thus it should be possible for an aeroplane carrying "late-fee" letters to leave London something like twenty-four hours after the regular mails had left London by rail for Liverpool, and to drop those letters on to the same boat somewhere off the South Coast of Ireland.

It is even possible that with a development of the old idea of an aeroplane grappling on to a wire, as designed by M. Blériot and experimented successfully by the late M. Pégoud, passengers might be conveyed to boats which had left port a day or so before the aeroplane started. And, in view of the fact that many of our war-ships carry aeroplanes which are launched from their forward barbettes, it is conceivable that urgent mails and passengers in a hurry might be despatched from the ship by aeroplane some twelve hours before the ship would herself reach dock. Thus, practically two days would be saved on the London—New York trip.

However, before we attain to that stage of development, there are other and simpler ways in which our big steam-ship lines could make good use of aircraft. For example, it should be a business proposition for those lines which operate in the Far East to organise services of big flying-boats up the great rivers of China and Burma and India. There is no cleverer business man than the Oriental. And if he finds that by travelling 1000 miles in a day—instead of in a week—he can catch a steamer in front of that on which his rival can travel, or if he finds that by sending a letter at an increased fee for aerial transport he can get it to its destination in front of his rival's letter, he will be quick to take full advantage of the opportunity.

With the commercial development of the East, more especially perhaps in the Malay Archipelago, the Dutch Indies and the Straits Settlements, there is a demand for quicker communication. But the European business men—plantation managers, agents, dealers and so forth—are still so few and far between that it could not pay to run a fast steamer service round their scattered habitations. But it might pay very well indeed to send a big flying-boat round to



A FRENCH ATTEMPT TO FLY FROM PARIS TO MELBOURNE: THE MACHINE AND THE MEN.

The machine is a Caudron biplane. The pilot is M. Poulet (right). The mechanic is M. Benoist (left). A start was made from Issy-les-Moulineaux on Sunday, October 12, but the airman had to put back owing to bad weather. He made another start on the Tuesday. On the Wednesday he was reported to have landed at Fréjus, sixteen miles south of Cannes. Later, he restarted.

Photographs supplied by C.N.

run by firms which are distinct financially and in organisation from aircraft construction firms, they have been more or less connected with the construction side of the business. For example, Aircraft Travel and Transport, Ltd., is allied with Mr. Holt Thomas's manufacturing firm, the Aircraft Manufacturing Co., Ltd. Similarly, Handley Page Transport, Ltd., is allied to Handley Page, Ltd. Also the "Avro" "joyride" ventures are allied to A. V. Roe and Co., Ltd.

But in this instance the Instone air-line has nothing to do with any manufacturing firm, and can buy its transport machines where it pleases, though perhaps it may show a preference for one make. It is, in fact, in the same position as the P. and O., Castle, White Star, Cunard, or any other line who never build their own ships, but buy from Harland and Wolff's, Denny's, Fairfield's, Wigham Richardson's, or where they please. In which connection it is interesting to note that, though such eminent ship-building firms as Harland and Wolff's and Beardmore's have built aeroplanes with great success, they have not shown any inclination to run aeroplanes, either on regular air-services or on "joyride" ventures. The only ship-building firm which has shown any tendency to take part in civilian flying operations is Vickers, Ltd., and that is scarcely an analogous case, for the Vickers Aviation Department, founded by the late Major Wood and now so ably managed by Captain Ackland, was originally part of the Vickers Armament Works at Erith, and was not concerned with the ship-building undertaking at Barrow. Moreover, the only active part taken by the firm in civilian aviation was Captain Alcock's trans-Atlantic flight, and, though General Caddell (late R.A.F.) is in charge of the firm's civil aviation work, one is under the impression that his department is concerned rather with the selling of aircraft than with their operation.

Which brings one to the particular subject under discussion—namely, the part which aircraft will play in the future operation of the big shipping lines. Some time ago there was a rumour that the Furness-Withy firm was considering the question of organising flying-boat services in some more or less remote part of the earth, but nothing further has been heard of the idea. Also it has been said more recently that the Cunard people were working out a scheme for the operation of big airships, but this also seems to have been only

way out to sea and dropped a bag of belated letters on the deck. And, lest credit should be lacking where it is due, it is well to recall the fact that this feat was not by any means novel, for precisely the same thing was done as far back as 1912 by Mr. T. O. M. Sopwith—now chief of the great Sopwith Aviation Co., Ltd., one of the leading designers and constructors of aeroplanes during the war. On that occasion Mr. Sopwith (then younger and more reckless) flew an ordinary land-going aeroplane some twenty miles over the



A BRITISH ATTEMPT TO FLY FROM LONDON TO AUSTRALIA AND WIN THE AUSTRALIAN COMMONWEALTH GOVERNMENT'S PRIZE OF £10,000: THE MACHINE AND THE MEN.

The aeroplane used is a Sopwith; is named The Wallaby; and can be flown either as an open or a closed machine. Capt. A. E. Matthews, A.F.C. (right) is the pilot. The assistant-pilot and mechanic is Sergeant T. Kay, A.F.C. (left).

sea, with an engine of very doubtful reliability, as all engines were in those days. To-day, with properly seaworthy seaplanes and reliable engines, such a performance is practically free from risk.

With this example before us, it does not take much effort of the imagination to envisage a regular air-service for the conveyance of "late-fee" letters to Atlantic liners, pending such time as it is possible to

deliver and collect mails, and to land or pick up passengers and important parcels such as samples or urgent supplies. These flying-boat services would be regular auxiliaries to the main steamship lines, just as motor 'bus services are run to outlying villages as "feeders" to our railway lines; and, like them, they should naturally be owned and run by the proprietors of the main lines, who would thus make a profit on their main line traffic even though the "feeder" lines might show a loss on their own working,

THE AEROPLANE AS SURVEYOR'S ASSISTANT: A NEW METHOD.

DRAWN BY H. W. KOEKKOEK.



SURVEYING BY PHOTOGRAPHY, FROM THE AIR: TAKING THE OVERLAPPING PHOTOGRAPHS.

As is noted in an article elsewhere, which deals fully with the subject, the aeroplane can now be made of service in surveying, by photography, parts of the world inaccessible to human beings on foot. In taking the chain of photographs, the aviator has to take a series of photographs each slightly overlapping the other, with the object of securing an unbroken representation of the ground to be mapped when the separate photographs

are joined and made into a single photographic map. The illustration shows an aeroplane photographing a straight-line "overlap." Upon completing that line, the machine will turn about and continue its work by photographing another line directly alongside the previous one; and so on, until the whole area required is covered.—[Drawing Copyrighted in the United States and Canada.]

THE FIRST ELECTRICITY-DRIVEN BATTLE-SHIP IN THE WORLD: THE UNITED STATES SUPER-DREADNOUGHT "NEW MEXICO."

PHOTOGRAPHS BY GENERAL ELECTRIC CO. SUPPLIED BY GILMANS SERVICE.



WITH APPOINTMENTS IN DARK OAK AND MAHOGANY: THE COMFORTABLE OFFICERS' WARD-ROOM ON BOARD THE "NEW MEXICO."



IMMACULATELY CLEAN, OWING TO THE USE OF OIL FUEL INSTEAD OF COAL: THREE OF THE NINE HUGE BOILERS IN THE MAIN BOILER-ROOM.



THE MAIN CONTROL APPARATUS FOR REGULATING PROPULSION: THE SWITCHBOARD THROUGH WHICH ALL THE ELECTRIC CURRENT PASSES.



AN ELECTRIC LAUNDRY ON BOARD THE "NEW MEXICO": MOTOR-DRIVEN WASHING MACHINES AND AN ELECTRIC DRIER (MIDDLE BACKGROUND).



ON THE NAVIGATING BRIDGE: STEERING CONTROL AND ELECTRIC SIGNAL APPARATUS.



THE FIRST BATTLE-SHIP OF ANY NAVY TO BE PROPELLED BY ELECTRICITY: THE NEW UNITED STATES SUPER-DREADNOUGHT, "NEW MEXICO."



THE PRIVATE CABIN OF THE COMMANDING OFFICER, CAPT. A. WILLARD, U.S.N.: PHOTOGRAPHED WHEN HE WAS ABOUT TO ENTERTAIN GUESTS TO DINNER.



GENERATING 7000 H.P.: ONE OF THE HUGE ELECTRIC MOTORS DRIVING A PROPELLER.



MODERN AMENITIES FOR THE CREW OF THE "NEW MEXICO": A BARBER'S SHOP EQUIPPED WITH THE LATEST APPLIANCES.



BEGINNING TO PREPARE THE MIDDAY MEAL: THE "GALLEY," RUN BY STEAM, WITH RANGES BURNING OIL FUEL.



AN ELECTRIC BAKERY ON BOARD THE "NEW MEXICO": A VESSEL CONTAINING DOUGH (ON THE RIGHT); AND A POTATO-PEELER.



IN THE "SICK BAY": THE OPERATING-ROOM ADJOINING THE HOSPITAL QUARTERS: SHOWING AN ELECTRICAL HEATING APPARATUS.

The "New Mexico," a super-Dreadnought of the United States Navy, launched in 1917, is of great interest as being the first electrically-driven battle-ship in the world. Particulars of her construction and machinery are given in an article on the subject elsewhere in this number. "Scarcely fifteen years ago," says the writer, "electricity had never been seriously considered as an agency in the propulsion of marine vessels, though the adoption of the electrical current in the operation of street cars, motor-cars, railway engines, etc., was an accepted fact. To be sure, the possibility of electrical ships was talked about as soon as electrical motors began to be used, but the actual serious study of its application awaited the development of the steam turbine. When this development finally reached an advanced stage combining high speed with light weight, engineers were ready to adopt electricity as a means of transmission between the

turbine and propellers, and the 'New Mexico' is one of the first finished results. So wonderfully successful has she proved that Secretary of the Navy Daniels, it was recently announced, has decided to equip all of Uncle Sam's new capital ships with electrical machinery." The "New Mexico," it may be recalled, escorted President Wilson back to America from France, and on that occasion there was a breakdown of the port-side steam turbine. Regarding this, it was pointed out by a well-known British marine engineer, Mr. William F. Durnall, inventor of the "Paragon" electrical ship-propulsion system, that "the fact that the 'New Mexico' was able to proceed, with all four propellers running, at 15 knots, is evidence of the efficiency of the plant, and the accident can be looked on as a test, which has come out successful, compared with the havoc which would have probably been the result in a steam turbine-propelled battle-ship."



THE MUSICAL "AT HOME": A PHASE OF MODERN SOCIAL LIFE.

FROM THE PICTURE BY J. SIMONT.

THE PREMIER AT SHEFFIELD: HONOURS FOR MR. LLOYD GEORGE.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS AND C.N.



MR. LLOYD GEORGE PRESENTED WITH THE FREEDOM OF SHEFFIELD: THE PREMIER SPEAKING IN THE VICTORIA HALL



THE PRIME MINISTER MADE A FREEMAN OF SHEFFIELD: MR. LLOYD GEORGE SIGNING THE ROLL.



IMPROVISED IN HONOUR OF THE PREMIER: A JAZZ BAND OF SHEFFIELD UNIVERSITY STUDENTS.



"DOCTOR OF LAWS, HONORIS CAUSA": MR. LLOYD GEORGE IN A GROUP AT SHEFFIELD UNIVERSITY AFTER THE CEREMONY.



A PRELIMINARY TO HIS L.L.D.: MR. LLOYD GEORGE CHAIRED BY SHEFFIELD UNIVERSITY STUDENTS.



WITH HIS HOST, THE MASTER CUTLER: MR. LLOYD GEORGE AND LIEUT.-COL. H. K. STEPHENSON.



AT THE EAST HECLA STEEL WORKS, WITH THE CHAIRMAN: THE PREMIER AND SIR R. HADFIELD.

Mr. Lloyd George received a great welcome at Sheffield when he visited that city, with Mrs. Lloyd George, on October 16 and 17. On the first day the Premier was presented with the Freedom of the City in the Victoria Hall. Among those on the platform were the Lord Mayor of Sheffield (Alderman William Irons), the Master Cutler (Lieut.-Col. H. K. Stephenson, D.S.O., M.P.), the American Ambassador (Mr. John W. Davis), the President of the Board of Education (Mr. H. A. L. Fisher), and the Air Minister (Major-Gen. Seely).

The Freedom was accompanied by the gift of a beautiful cabinet of cutlery. On the 17th, Mr. Lloyd George received the honorary degree of Doctor of Laws in the Firth Hall of Sheffield University. The Vice-Chancellor (Sir Henry Hadow) presided in the absence of the Chancellor (the Marquess of Crewe) through illness. The candidate was presented by the Public Orator, Prof. Leahy. Later in the day Mr. Lloyd George visited the famous East Hecla Works of Messrs. Hadfields, Ltd.,

EIGHTEENTH-CENTURY VENICE AT THE EMPIRE: THE RUSSIAN BALLET.

DRAWN BY OUR SPECIAL ARTIST, STEVEN SPURRIER, R.O.I.



"THE GOOD-HUMOURED LADIES": MME. KARSAVINA TRIUMPHS ONCE MORE.

For the first time during its present season, at the Empire Theatre, the Russian Ballet presented "The Good-Humoured Ladies" last week. Mme. Karsavina was the Maruccia, and scored yet another triumph in this fresh creation of her genius: nothing could surpass

the grace and charm of her impersonation of the mischievous lady's maid. She seemed to be a veritable reincarnation of eighteenth-century Venice.—[Drawing Copyrighted in the United States and Canada.]

BOOKS OF THE DAY

By E. B. OSBORN.

SAMUEL BUTLER,

the author of "Erewhon," is unquestionably one of the greatest masters of irony that ever lived. The pity is that those who are now making a cult

of the man and his work take the part he played in scientific controversy much too seriously. He had not the mind of the scientist, whether investigator or interpreter; and his faculty of disputation was impaired, moreover, by an angry belief that he was the victim of a conspiracy of men of science with academic reputations, who regarded him as the Trade Unionist regards a "black-leg" worker, ignoring his criticisms, not on the score of their inadequacy and irrelevance or any other demerit, but because they emanated from an amateur who refused to pay even the dues of deference to established authority. The solid achievements of Victorian science and industry which compel me to think that

Poets of power do now themselves reveal
In epic iron and in lyric steel;
In every engine exquisite that sings
The soul's new empire over soulless things.

form a still-growing principality, a new creation in fact, against which his arrows of argument are unavailing—you might as well try to destroy St. Paul's with a

MISS STELLA BENSON, WHOSE NOVEL, "LIVING ALONE," HAS JUST BEEN PUBLISHED.

pea-shooter! He accepted all the facts of science uncritically, whereas it is in the criticism of these very facts (e.g., in the manner of the late Henri Fabre, who, by the experimental study of life in action, destroyed the *ex cathedra* scientist's theory of instinct) that new pathways of real progress have been disclosed from time to time. Butler's contentions amount really to a new intrusion of old philosophical ideas into the domain of science. In the first place, he wished to restore the idea of design to the philosophy of evolution—not the idea of a far-reaching creative purpose such as Erasmus Darwin postulated, but the assumption of a cunning innate in each mere cell, which shapes its environment towards its own comfort and stability. The more we know of the constitution of the cell, the less we believe in its power of willing an end for itself. Moreover, the cell, like the atom, is even now dissolving, disappearing, under a closer scrutiny. Cell and atom alike were but "working hypotheses" which have, perhaps, already served their purpose. Secondly, Butler put forward a new conception of heredity based on the continuity of each generation with all that preceded it and the transmission of serviceable habits stored up in the oubliette of memory. This second contention, for reasons other than those advanced by Butler, is provisionally accepted by some of the modern philosophers of science.

"SAMUEL BUTLER: A MEMOIR (Macmillans; 2 vols., 42s. net), by Henry Festing Jones, is a veritable cenotaph of a biography, the dullest and heaviest memorial of the kind I have read for a long time. What irony that his familiar friend, with whom he collaborated in his efforts to compose in the Handelian style, should have cumbered the grave of the famous ironist with this portentous production? In page after page, each duller than the last, Mr. Jones deals with the minutest matters of his subject's private life, anatomising even his banking account and cataloguing his tiffs and boring the reader until he feels like a corpse. He actually devotes two whole pages to lists of the clothing and so forth ("Night shirt, 3 pr. Socks, 6 Collars, 8 Handkfs. Necktie, Laces," and so on) which Butler drew up when packing for a journey! Never was there such a case of a biographer playing the valet to

his hero. But for the many excerpts from Butler's letters (not that he had the true gift of letter-writing) these two portly volumes would be quite unreadable. They do not in any way help us to understand how and why Butler's grim genius blossomed to fruition in "Erewhon," "The Way of All Flesh," and "A Psalm of Montreal." Rarely a fact of ulterior significance is communicated. So that it is quite exciting to learn that a New Zealand township was named after the book, and that people in the demi-England down under, where Butler forgot his doubts about the Trinity in the adventurous life of a "confirmed grazier," often called their houses "Erewhon" (I have seen the name, I think, on the gate of a London villa), sometimes spelling it "Erehwon," which exactly reverses the keyword "Nowhere." Erewhon is the strangest of the Utopias invented for some wise or witty purpose—it is most interesting to compare it with the republic in Lytton's "The Coming Race" which was revealed in the previous year (1871), and, in spite of its device of Vril, the irresistible destructive force which reminds one of the atomic bomb of Mr. H. G. Wells, is utterly lacking in the power of scientific anticipation. "Erewhon" is the only parallel in the English language to "Gulliver's Travels," in which Swift adopts the same ironical method whereby a commonplace person is made to take his own deep-rooted prepossessions into the environment of another race with physical and mental habits that have long ago taken a different, nay, divergent, direction. Both writers keep the gravity of an Archbishop or even an Archdeacon, while they adorn their fantasies with odd reflections and droll inventions, all logically following from the original premisses. Butler's main offensive—and it was most offensive to the complacent self-flatterers of Mid-Victorian times—is against the middle-class institutions which he saw as vested hypocrites. But it is in the substitution of eugenics for morality that he scores his subtlest points. His description of the trial of a youth who, after being convicted of aggravated bronchitis a year before, is condemned on a charge of pulmonary consumption, is a masterpiece of irony—so ferocious in its intention that one might call it blood-and-irony. Even his more obvious satire rasps like a tiger's tongue. "A Psalm of Montreal" remains my favourite example of his peculiar gift. His mask there assumes a sardonic grin as he meditates on the way

the Discobolus—the naked, not nude, symbol of the body's divine right to be beautiful—is hidden away in deference to a miserable creature who is proud of his mock-morality and waxes well-to-do on a parasitical craft that caricatures life. Butler is as great as Swift—but, since neither had any joy in human nature, their own or other people's, they are both far below the stature of the creator of Pantagruel.

Two excellent autobiographies have entertained me this week, enabling me to forget and forgive Mr. Festing Jones. "THE LIFE OF LIZA LEHMANN" (Fisher Unwin; 10s. 6d. net), by herself, will charm the host of friends who lament her loss. The singer confesses to many superstitions, though never going as far as the Roman *prima donna* who never sang without wearing a bunch of rusty nails in her bosom. For example, she knew some of her dresses brought good luck and plentiful applause—a certain triumph in flamenco net would see her through an emergency, even a sudden catarrh!—while she had unlucky treasures in her jewel-case, such as an eighteenth-century amethyst brooch, the wearing of which always caused her to fall downstairs or be thrown out of a cab or be otherwise damaged. It is a charming book by the least self-conscious of singers—half-bird, half-angel she seemed, and altogether child, when she had thrown off her shyness like a bewildering veil—"MEMORIES OF A MARINE" (John Murray; 12s. 6d. net), by Major-General Sir George Aston, K.C.B., is just as interesting in a very different way. The author, being late of the Royal Marine Artillery, describes his book as an "amphibiography," which it is. On the advice of a friend he has "cut out the early years business" and does not expect us, as so many writers of autobiography do, to climb up his family-tree and watch him being weaned and short-coated—how I have suffered at times from such *ab ovo* beginnings! The story of his early education at Eastney, where the beginner received useful advice in the form of a parody of Bunthorne's still-remembered song in "Patience"—

If you're anxious to get on
With the Bow-and-Arrow ton
As a first-class Gunnery Jack,
You must learn the *Jeu-d'esprit*
Of a long-past century
With a white-lead-and-tallowy smack,
You must learn the fabrication
Of a cross-bow, and what nation
Fought Hannibal, and which side won.
You must work hard at mechanics
To discover the organics
Of an early English gun—

is very amusing and singularly instructive, as showing how far behind the rest of the world we were in the 'eighties in the matter of teaching the art of warfare. Nevertheless, then, as now, officers got by heart the all-important lesson: "Always return salutes, and always know more about everything than the men who are doing it under your command." It was Sir George Aston himself who, knowing Lord Fisher's love of a telling phrase (another Admiral once said he always thought in head-lines, and who can now deny that he has all the qualities of a cosmical journalist?) convinced him that the officers of the Marines, though useful, were not being used, and so opened new doors of activity and advancement for a glorious old service. He says it has been "great fun" writing his reminiscences, and it has certainly been great fun reading them, for they reveal a most keenly observant and clubbable student of human nature



THE WAR MEMORIALS EXHIBITION AT THE ROYAL ACADEMY: THE CROSS THAT IS TO BE ERECTED ON BRITISH BATTLEFIELDS ON THE WESTERN FRONT.

The cross is the design of Mr. Reginald Blomfield, R.A. Workmen are seen setting it up in the courtyard of Burlington House, for the Exhibition of War Memorials.

Photograph by L.N.A.



MR. JOHN GALSWORTHY, WHOSE NOVEL, "SAINT'S PROGRESS," HAS JUST BEEN PUBLISHED.

Photograph by Russell.

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10	6	..	9	0	...	26	5	0	18	0	..	15	9	...	78	15	0
13	6	..	9	0	...	33	15	0	7	6	..	4	6	...	9	7	6
12	0	..	11	3	...	37	10	0	12	0	..	4	6	...	15	0	0
15	0	..	11	3	...	46	17	6	15	0	..	4	6	...	18	15	0

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LADIES' NEWS.

IT must have been rather a piquant picture, Dr. Letitia Fairfield speaking to the grave and reverend Prelates of the Church, and speaking plainly too. She is young, with blue eyes, a charming complexion, even white teeth,

a most attractive smile and pretty hair. That such a girl should have knowledge of the world never more than thought of by these dignitaries of the Church, that she should marshal scientific facts and statistics to prove all that she said, must have amazed some of the Churchmen. Others are men of the world, in it and of it, and were delighted to have the matter put plainly and by a girl who was bold in her faith in the Christian religion, and all that it can and may do for the bodies and souls of the people. She is said to be a bright and shining light in her profession, and did first-rate work among the W.R.A.F.'s from their enrolment until their demobilisation. Dr. Hugh Wansey Bayly, of Harley Street, is another pioneer on scientific grounds against preventable disease, and is now

ALPACA WOOL: THE LATEST KNITTED JUMPER.

Our artist has sketched the latest model jumper in the Salons of Messrs. Debenham and Freebody, and shows the charm of Alpaca wool, knitted in open lace-stitch, and carried out in contrasting shades of pastel colours and white.

interesting himself in the 1914-15 League, which has for its object the preservation of the brotherhood of the trenches, and the social health and happiness of its mem-

bers. These things can only be attained by an organised crusade against ignorance and vice undertaken from brother-and-sisterhood motives. When scientific men and women are engaging in the same humanitarian campaign, we may hope for a result which will be a blessing to the nation.

The part of the costume of this chill October which is most important is the wrap. Whether it be of fur or is fur-trimmed, it comes up to, and often covers, the ears. Therefore, the hat worn must be small, or there will be friction between it and the fur, to the discomfort of the wearer of both. At a recent wedding a lovely white fox fur was worn well up to the ears; while the small round toque was of bronze chiffon velvet having a Paradise plume shaded from bronze to flame colour raking out from the left side. The tunic coat and skirt were of terra-cotta faced cloth, and the coat was finished with a deep band of beaver fur. The skirt was plain with three narrow rows of beaver fur put on with intervals between above the hem. It was seasonable and most becoming. Another lovely frock at the same wedding was of wall-flower-red brown velvet, made in Venetian style, with a girdle of cornelian beads finishing with long dead-gold tassels. A soft shawl-like wrap of mole-skin was worn, and a toque of velvet like the dress with a deep garnet-red Hussar hackle in front rising from a cornelian buckle.

Dress may be expensive, although many women say that it is not if the right way to acquire it is taken. Undoubtedly the general effect is that it is more magnificent-looking than ever before. The ordinary cost of it is exemplified at Marshall and Snelgrove's, an establishment in such world-wide favour that the quantity they supply enables them to ensure the utmost value to every customer. The pretty and graceful gown illustrated on this page is called "The Slave." It appears more calculated to enslave. It is in chiffon velvet, in all the smartest colours, and is finished with metal fringe and lined throughout with chiffon. The price is 7½ guineas, which certainly upholds the theory that elegant and rich-looking gowns, up to date and becoming, can be acquired at moderate rates, as before the great devastation. This dress is made also in brocade for 10½ guineas. There are beautiful tea-gowns, really suitable for all evening occasions, in plain velvet at 8½ guineas, and in rich figured velvet, at 14½, or in rich smart brocade, at 12½. These are prices of greatest moderation for such handsome garments. Even more remarkable in proof of the moderate theory are crêpe-de-Chine tea-frocks, accordion-pleated and plain as to both skirt and bodice, with short net filled-in sleeves

and pretty net cravats, at £4 18s. 6d. They are in all colours. For a similar sum there is a fine selection of Georgette tea-frocks with frilled skirts of all colours. There is a wide satin sash, shawl collar, and the bodice part is of double Georgette. These are delightful little dancing frocks. For 6½ guineas, chiffon velvet and chiffon dresses can be bought which are cut quite in the moment's mode, having long sleeves and deep collars, edged with fur. These things do certainly prove that at Marshall and Snelgrove's dress is beautiful, fashionable, and quite moderate in price.

Mr. and Mrs. Herbert Johnson and the Misses Meeking were at Invercauld, which they took for the shooting season. It is a neighbouring estate to Balmoral, and belongs to Mr. Farquharson. Mrs. Johnson was the widow of Capt. Bertram Meeking, 10th Royal Hussars, who died in South Africa in 1900, when she married Mr. Herbert Johnson, of Marsh Court, Hants. She

(Continued overleaf.)



AN ELEGANT "SLAVE": THE LATEST TEA-GOWN.

This sketch, which was made at Messrs. Marshall and Snelgrove's Salons, shows the copy of a French model tea-gown in chiffon velvet, edged with fringe, and provided with a vest of tinsel lace.

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IT'S good to feel the tang in the air and to see hounds break cover once again. Hedges are blind, horses are "green" and an hour or two after the cubs is enough for all of us. Let the horses jog home quietly while we slip off in the cars with their trusty Dunlop tyres and get that second breakfast for which our energy has given us such an appetite!

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(Continued)

is the daughter of the late Mr. John Fletcher of Saltoun. The Misses Meeking are heiresses, the elder is Lady of the Rectory Manor of Iver. The second, whose name is Finola, is almost her sister's equal in wealth. They are very nice girls, unaffected and anxious to fulfil the responsibilities of their wealth, real and prospective. They were in town for part of the season with their mother,



SHOWING THE NEW SILHOUETTE.

A dinner dress of corn-yellow Georgette, with black embroidered "motifs," and black ribbon loops on either side forming paniers.

but they prefer country life. Invercauld will admit of shooting parties, and the sport is excellent. Mrs. Johnson is a handsome woman and a delightful hostess.

The Coal Controller is, it is said, to be a very strict official in this coming winter. Miners are kittle cattle to deal with, and they are still on the war-path to convert themselves into workmen millionaires. It therefore behoves us to take every precaution to secure warmth for the coming months with as little coal-consuming as possible. Clothing is one most useful way, and there need be no dowdy muffling-up about it. Debenham and Freebody's great house has been lucky in securing a large amount of alpaca wool, a variety too fine and soft for Government purposes, but just right for women's jumpers and coats. "D. and F.," as the firm is familiarly known, have had this made up into the very naggiest and cosiest of jumpers and coats. The jumper illustrated on page 646 is as smart as smart can be. It is of alpaca wool, in lace stitch with stripes of contrasting colour with the fawn ground, the collar also contrasting, and the girdle. The grounds are all fawn and cream, the stripes and collar of all kinds of remarkably smart contrasts. This is an invaluable garment for indoor wear. For outdoor purposes the same wool is closely woven, or knitted and brushed, and is in stripes of many shades, mingled with grey and fawn and dead-leaf brown. Very novel and smart are these coats, and soft, light, and warm in luxurious degree. Some others have less brushing, and are in geometrical-cube design stripes, very arresting and attractive; others, again, have triangular stripes. There is great variety, and each has special charm. Smart and delightful, too, are stockinette coats, in many and bright coloured stripes, neatly finished with a neutral collar and cuffs. Again, there are fascinating jumper dresses.

There are sure to be some gay doings in London in connection with the visit of the Shah of Persia on the 31st, and with that of the President of the French Republic and Mme. Poincaré, on Nov. 10. The King and Queen of Spain's visit will be a private one to their English relatives. They will, of course, be entertained, but not by the State, as they are not official guests. Queen Victoria Eugénie is likely to stay longer than King Alfonso, as her mother's guest at Kensington Palace. She is now quite strong again.

Countess Curzon of Kedleston may, if Earl Curzon succeeds Mr. Balfour as Foreign Minister—Mr. Balfour having expressed a wish to retire from public life—have to make the presentations at Court of the ladies of the Diplomatic circle. She will do it charmingly, being a woman of unusual grace and beauty, and of great kindness and good nature. It is recorded of her, by many

who knew her in South America before her late husband, Mr. Alfredo Duggan, amassed his great wealth, that she is just the same to them now as she then was, friendly



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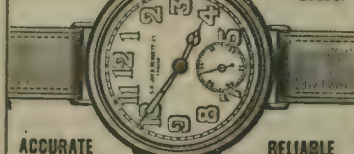
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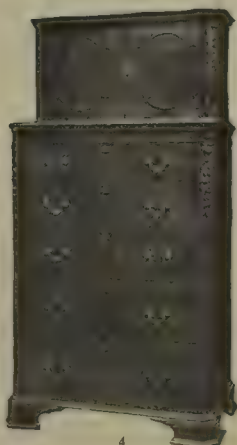
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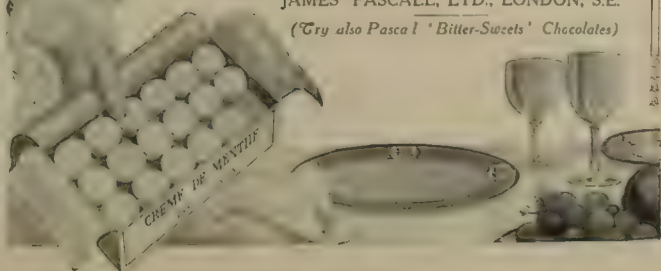
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SCIENCE JOTTINGS.

A NEW USE FOR HELIGOLAND

THE fate of Heligoland appears to be yet in the balance. A few days ago a statement appeared in the papers to the effect that its inhabitants had expressed a desire to be placed under the rule of Great Britain.



A TAXI DE LUXE: THE NEW VEHICLE RUN BY DRIVER-OWNERS.

It is probable that there will be some of these running by Christmas.

Photograph by Topical.

These people are Frisians, and at the outbreak of the war were transferred to the mainland by their German masters, for whom, it is not surprising to find, they have no great love.

Who the Frisians are is still a matter for dispute. According to Virchow, whose observations were made upon the parent stock—whose home is in the Netherlands—the Frisian skull is peculiar in having a low flat vault and retreating forehead, resembling that of the ancient Neanderthal Man. But later authorities incline to the view that they belong unquestionably to the Nordic race, often misnamed Teutonic. Here the matter must rest for the present, awaiting careful examination; for, as yet, very little has been done in the matter of measuring the heads of the Netherlands. The Heligoland colony numbers somewhere about five thousand people, who live clustered together at one end of the island. They are

mostly fishermen; but during recent years the island has become a sort of watering-place for Germans, and this has not improved it.

Bird lovers, in England and America, have ranged themselves on the side of the Frisians, but for another reason. They desire to have it made a "sanctuary" for the migrant hosts which cross and re-cross it on their way to their northern breeding quarters and their southern winter quarters. But it can in no sense become a "sanctuary," as this term is generally used. For the island has no resident birds, save the ubiquitous sparrow, and for a week or two a few guillemots and razor-bills, which contrive to find a resting-place for their eggs on the scanty and crumbling ledges of the cliffs. As an ornithological observatory for migration movements it would be hard to beat. Its fame, in this regard, was made years ago by Gatke, who during a residence of many years on the island did little else but study these migrant hosts. He was one of the first, indeed, to take up the study of migration seriously.

As Gatke long since showed, by far the most impressive aspect of migration is that afforded by the autumn movements, especially if these can be studied at night from a lighthouse on the line of one of the great migration routes. The lighthouse of Heligoland is especially well suited in this regard. There, on Oct. 28, 1882, from 10 p.m. till the next morning, gold-crested wrens eddied as thick as snow-flakes round the lantern: on the morrow they literally swarmed over the island. Twelve months later, larks in myriads swarmed round the lantern for four nights in succession, accompanied by starlings in hardly fewer numbers. There are nights when larks and lapwings, starlings and sandpipers, fieldfares and

curlews, oyster-catchers and owls, whirl round and round the lantern in wild confusion. In thousands they dash against the lantern, fascinated by its light like moths round a candle; and in thousands they fall into the sea and drown, if they be not killed by the violence of the collision with the lantern.

It is pitiful to think that this beacon of safety to men should be a lure to death for such countless thousands of birds. To lessen this appalling mortality, the Society for the Protection of Birds a few years ago provided perching-places for the poor dazed travellers. If it can be done without endangering the purpose of the beacon, red lights should be used for lighthouses on the main migration routes, for the birds are hardly affected by red beams, while white light, especially during a "drizzle," exercises a fatal fascination.

The spring migration is less impressive, because the birds return to their breeding quarters in straggling bands. But now and again an insight is afforded into the perils of these overseas journeys. Gatke quotes a case where, in

(Continued overleaf)



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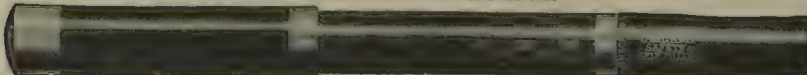
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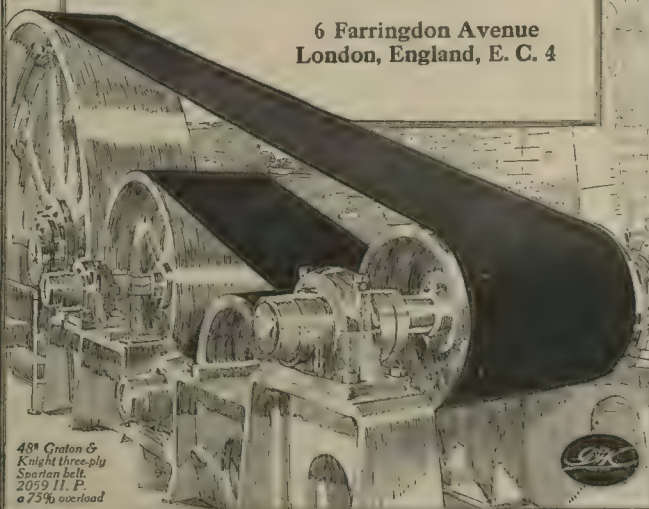
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(Continued)

one terrible spring, the migration tide of the swallows was suddenly brought to a standstill by a great fall in the temperature. A bitter wind and snow brought the poor birds to rest on the island. In thousands they sought the crevices in the cliffs for shelter. Such as were not too numbed by the cold made feeble efforts to find food, but for the most part they huddled together for warmth, and gradually perished.

At present a lamentable destruction of life takes place during these migrations. The swarms which break their flight at the island, waiting for a favourable wind to complete their journey, are mercilessly netted by the islanders. And it is largely to put an end to this wasteful destruction that efforts are being made to secure the island as a sanctuary. Sentiment apart, the fulfilment of this scheme is much to be desired, for a vast host of birds needed by the farmer and the gardener is destroyed annually. The scheme is worth while, if only for this reason. But, besides, as an observatory it has great possibilities. Let us not throw away a good opportunity. W. P. LYCRAFT

It is announced by the Council of the Boy Scouts Association that a "Jamboree" will be held at Olympia for about eight days in August next. Among other attractions the Exhibition, which will be of an international character, will embody team competitions for the world championships, displays, singing, and scouting films.

Reports regarding the vintage of 1919 have been received by Messrs. Hedges and Butler from their correspondents in the various wine districts. Those concerning port are very satisfactory. The quantity will be an average, and it is hoped that 1919 will be a vintage year. As regards sherry, although the vineyards have suffered from the terrific August heat, the wines are expected to be of good quality. The Burgundy vintage is proceeding in beautiful weather. The wines are expected to be fruity, stylish, and of very good quality. The prices will be very high. In respect of Champagne, the summer has been hot and dry and suitable for the vines. The vintage is at an end—the quantity is abundant, and the quality excellent: 1919 should be a good vintage year. Regarding claret, the general impression formed is that very good wines will be made this year. The quantity, it is estimated, will be about the same as last year's crop. Of brandy the quality is expected to be good, but the quantity will be small.

"Bolshevism As It Is"—Continued from page 626.

that they are educated people and, as such, an impediment to the ambitious schemes of the Jews. Several hundred people were sentenced to torture and death in one town in Russia alone. Their mutilated corpses were thrown into an open pit, and were found there by the troops of General Denikin, when he recaptured the place. This is an established fact, and has been seen by many Englishmen who can vouch for it. Photographs of these atrocities have been taken.

Another characteristic of Bolshevism is the abolition of religion. All religious ceremonies are forbidden, and the churches are turned into cinema halls and theatres. No women are safe under the Bolshevik régime; a law has been passed that if a man takes a fancy to a girl, the local Jew commissary may, if he thinks fit, give the woman to the man, irrespective of whether she happens to be someone else's wife or not. If she is the wife of a *bourgeois*, so much the better that she should be handed over to a good Bolshevik!

The food question is very simply solved by the Bolsheviks. If they happen to be short of some particular foodstuff, a requisition is made on the nearest town or village possessing the article required, and the inhabitants are ordered to supply whatever is demanded without payment. One village was bombarded by Bolshevik artillery and laid flat because it had contributed two or three pounds of something or other short of the requisition.

Bolshevism really keeps alive owing to a colossal system of propaganda. Trotsky (who, by the way, is a Jew: his real name is Bronstein) has brought propaganda to a fine art. He spends enormous sums of money on it. He travels about the country in the late Emperor's railway coach, on a special train in which is a printing press which prints leaflets which he distributes broadcast. The idea of "internationalism," which is one of the most important of the Bolshevik doctrines, is spread in every country. Their propaganda has already borne fruit in Germany and Hungary.

The results of Bolshevism in Sordopia, as the area of Russia under the rule of the Bolsheviks is called, are apparent: one reads of them in the newspapers every day. Most of the people are dying of starvation. In Petrograd horses and dogs are being eaten, and houses are being pulled down for fuel. Industry

is at a standstill all over the country; none of the factories are working, owing to lack of machinery, etc., except those engaged in the manufacture of munitions. There are no exports or imports. Agriculture is practically at a standstill, thanks to the lack of agricultural machinery—and of labour, since everyone is mobilised to take his part in the slaughter of his fellow countrymen. Those who have been fortunate enough to escape from the Bolsheviks tell the same tale: they say that the workmen and peasants are praying for release from an autocracy a hundred times more terrible than that of any Czar. Where, then, is this Millennium which Trotsky and his friends promised these unfortunate people? Amongst other evils is that of disease; typhus is rampant, so also is cholera; no medical stores can be imported or manufactured to alleviate the suffering. Sanitary arrangements in big towns have almost ceased to exist.

Thus we have a spectacle of civil war, murder (political and otherwise), starvation, lawlessness, vice, degradation of women, sacrilege, abolition of religion, economic chaos, as just a few of the results of Bolshevism. The value of the rouble has dropped from 9/9 rbs. to the £1 sterling to 300 rbs. to the £1 sterling. A pair of women's shoes of inferior quality costs about 6000 rbs. A suit of clothes, about 8000 or 10,000 rbs. The supporters of Bolshevism look upon it as the legitimate revolution of an oppressed people. So it may have been in the beginning; but, as this article has endeavoured to show, it was not entirely the pent-up feelings of an oppressed people which brought about the revolution. Also, whatever the causes of the revolution, Bolshevism as it is in Russia to-day has been a ghastly failure, and is now meeting with the fate it deserved, and, instead of a free, prosperous, and happy country emerging from the revolution, a miserable, starving, and degraded State now remains as a burden on the hands of the rest of the world.

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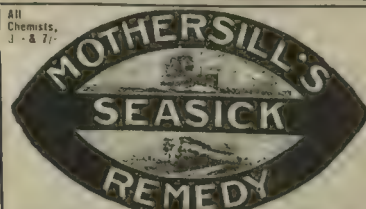
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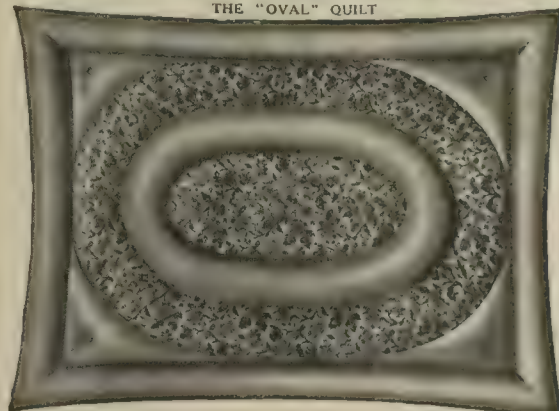
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"TIGER ROSE," AT THE SAVOY.

"THERE is a fine storm in the play," an American manager is credited with having said of the Belasco-produced "Tiger Rose," and he could recall nothing more. It is not quite as bad as that, this melodrama of the Canadian backwoods, with its Bret-Harte heroine, who wears so luridly; but the tricks of the producer get far too much in the way of the story. There is the storm, for instance, which requires the best part of an act to be played in the dark, and, as if the lightning flashes were not enough in the way of mechanical effects, we must have



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pistol shots and also the light of a lantern playing all round the room, and a trap-door opened and a refugee from the law hidden in a clock: so that we are reminded of "Raffles." In another act dawn takes an interminable time rising over another dark scene, and once more our attention is distracted from any drama by the devices of the "production." No less obstructive of a "straight" rendering of a tale of blood and thunder is the polyglot vocabulary of Mr. Willard Mack's piece. Here are half-a-dozen dialects clashing and worrying the ear in rivalry: Scottish, Irish, French-Canadian, Red Indian, American, and Canadian. It is all very clever, and no doubt pleasing to an American audience, but a little too clever for the effectiveness, this side the Atlantic, of what is meant for a riot of the primitive emotions; and so Mr. Mulcaster, Mr. Godfrey Tearle, and Mr. Percy Parsons seem to be struggling to a certain extent against difficulties. Fortunately we cannot help being concerned in the sultry language, the assiduous love-making, and the piquant personality of Tiger Rose, as Miss Marjorie Campbell presents the French-Canadian little pagan. If the actress's style is rather monotonous, her moods are intense, and her poses are picturesque—she fills the stage. And when she is "off," the geniality of Mr. Sugg's priest, the Scottishness of Mr. Nelson Ramsay's Scotsman, and the fiddling of Mr. H. Marshall-Hall's fiddler agreeably make up for her absence.

"THE TROJAN WOMEN," AT THE "OLD VIC."

The management of the Royal Victoria Hall, better known as the "Old Vic," is meriting more than ever the intelligent playgoer's suffrages; not only does it maintain its loyalty to Shakespeare, but it is helping also to keep Euripides alive on the stage. Professor Gilbert Murray's noble translation of "The Trojan Women" stands in no need of praise—that it had years ago when first heard at the Court—but it certainly has a right to better treatment than being dismissed to the bookshelf. How far from old fashioned is the appeal of the original it so happily renders, what scope for acting it affords to those who are not afraid to trust their own inspiration, is shown by Miss Sybil Thorndike's performance in the rôle of Hecuba. Grim, realistic, showing the very reverse of that frigidity we are inclined to think of as classical, hers is a Hecuba whose grief has splendour without being too remote from everyday life. Good work is also done by Mr. Allan Jeayes, Mr. William Stack, Mr. Lewis Carson, and Miss Beatrice Wilson, the Andromache. It should be added that the movements of the chorus are admirably planned.

"THE NET," AT THE SCALA.

"The Net," which comes from the pen of Mr. Mark Ambert, is also a melodrama; but it is melodrama masquerading as Society comedy. It is a detective story, in



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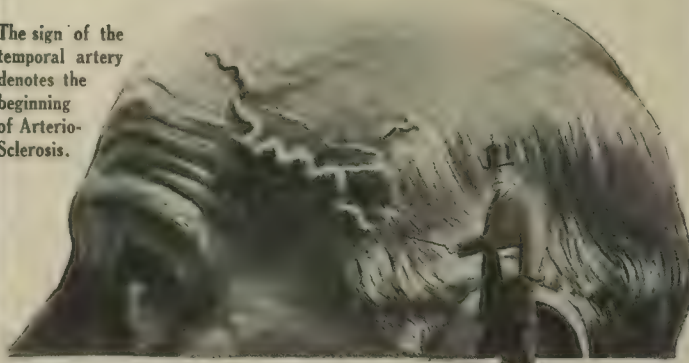
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which a woman lies under suspicion of murder in connection with the death of a man who really committed suicide, and a certain Sir Claude Petrie sets himself the task of worrying out the truth. As the heroine thus under a cloud, and as the officer who loves her and is staunch to her in her trouble, Mr. and Mrs. Nettlefold figure respectively; and Mr. Julius Knight does his best to lend authority to the criminal investigator. But the only very telling piece of acting comes from Miss Susie Vaughan, who has the luck to have a genuine study from life to interpret.

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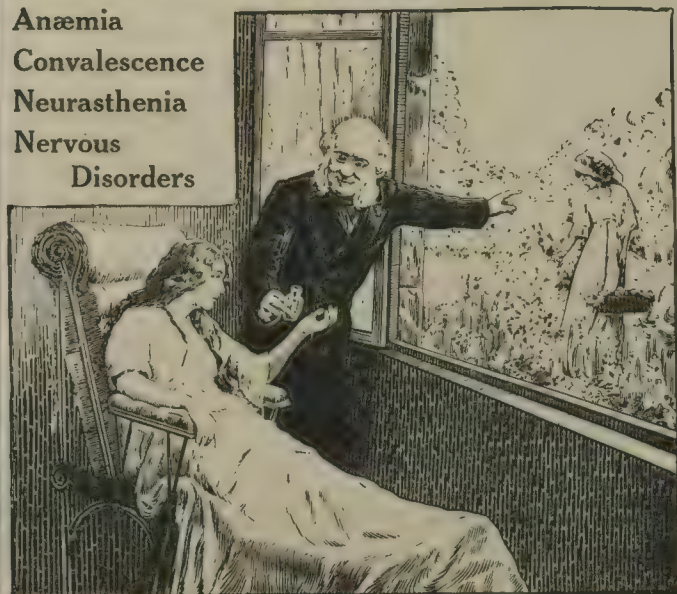
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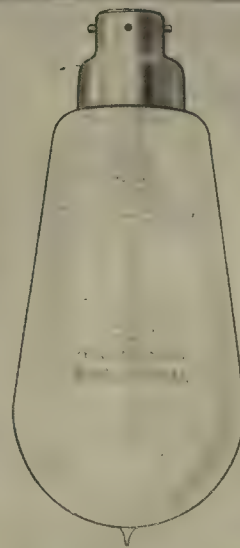
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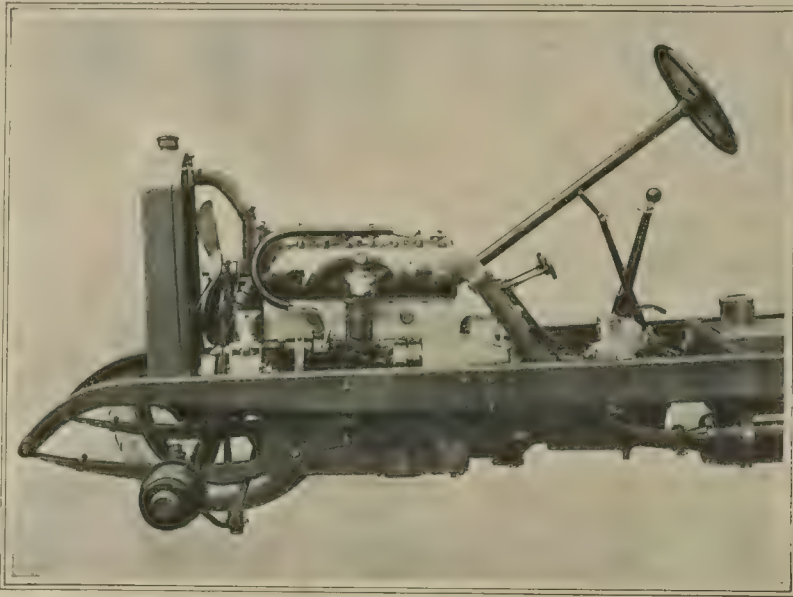
The Forthcoming Show.

Although the trade as a whole is far from ready really to demonstrate its peace-time policy of design and commerce, it is beginning to be possible to speak with some certainty as to the trend of things and of the applications of war lessons to car-construction. To begin with, those applications will, in the main, be found to apply mostly to the cars of comparatively "big" class. Here we shall see the adaptations of experience gained in the construction of aero engines; and that, I think we shall find to be the widest area of change in design. There is a strong tendency towards a very material lightening of engines. Instead of the cast-iron cylinder block, with its heavy iron pistons and solid reciprocating parts, we shall see light aluminium alloy castings, with cylinders formed of light steel liners. Alloy pistons, weighing but a few ounces, take the place of the older type. The principal trouble encountered before the war in the use of these light aluminium pistons was that of "piston slap," but this has been got over by the use of the "slipper" type, and no prospective purchaser need fear trouble on this account. At its worst, piston slap was simply an annoying little incident which gave rise to quite unfounded fears of trouble, and as a rule it disappeared when the engine warmed up. Nevertheless, it was one of the things we are better without, and it is satisfactory to know that it has disappeared from the well-built engine.

Doubts have been expressed as to the soundness of the practice of building up cylinders with aluminium and steel liners. I have heard it suggested that the difference in the coefficients of expansion of the two metals will in time lead to the liners working loose, and thus giving grave

trouble. The answer to that is that it has been a feature of aero-motor practice all through the war; and one of the troubles that has been completely absent is that of liners working loose in their housings. When we remember the enormously greater working strains to which the aero-motor is subjected in comparison with the car engine, I

our own designers the full measure of its merits. Generally speaking, it will be found that engines of the larger classes will be twenty-five per cent. lighter and give a fifty per cent greater power output than their predecessors of 1914. All through its design the car will be much lighter. So much has been learnt during the war of new alloy steels and the real working capacities of the older mixtures that designers have been able to reduce weights all round, while actually increasing the factors of safety.



A NEW CAR: THE ENGINE OF THE "AUSTIN TWENTY."

The "Austin Twenty" is one of the new post-war cars. It has been designed with a view to meeting the demand for a car of distinction at a cost rendered moderate by quantity production. The engine is of 22.4-h.p. R.A.C. rating, and of 45 brake h.p. at 2000 r.p.m. Our photograph shows the carburettor side of the engine and the gear-box with its centrally placed levers.

think it is obvious that no trouble due to this cause is to be feared.

Another application of war lessons will be seen in the tremendous growth in popularity of the overhead valve system. It was slowly coming into favour before the war, mainly as a result of the example of certain well-known American cars; but it has required war experience to teach

Other Detail design which Changes.

One change in design which I fancy it will take a little time for the motoring public to appreciate at its true value is in the placing of the change-speed and brake levers, which in several notable cases are now positioned centrally and directly over the gear-box. This, again, is taken from American practice, which in this case is good practice. It is obviously more mechanical to have the change-speed lever working directly on to the selectors instead of having to go round a corner, as it were. The brakes, too, are capable of better compensation when the lever is centrally placed than when it is positioned at the side. The one objection from the point of view of the driver is that he has to operate his speeds and hand-brakes with his left hand. In practice, this is no objection at all. I have driven many cars with central change, and, although I admit prejudice at the start, I must say I would infinitely rather have my levers in the centre than in the usual place.

For years past—ever since the electric engine-starter came to us on the better-class American cars—I have argued that, if the British maker desired to hold his market at home, he would have to come to the provision of self starters as a standard feature of his cars. It is true they could

(Continued overleaf.)

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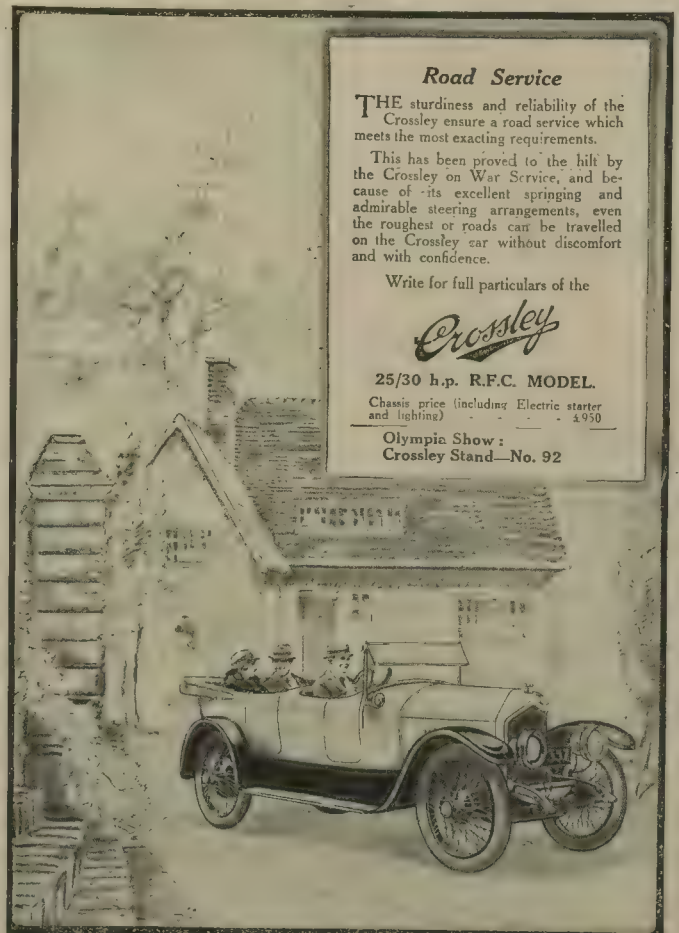
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[continued.]
always be fitted as an extra; but the afterthought is never as good as the first intention in these matters, and it obviously makes a better job if the starter is embodied in the original design. In this direction we find a wholesale change, for, whereas before the war the British cars featur-

afraid these prices will preclude very many people of limited means from becoming motorists, and quite a further number from exchanging their pre-war vehicles for new ones. This is one of the points which should receive the serious consideration of light-car manufacturers.

one British firm which had been able to raise its production to thirty-five cars a day. I know of very few who are turning out that number in a week.

As usual, there were a few freak cars at the Salon. I believe that one misguided firm is actually turning out an eight-cylinder car rated nominally at 8-h.p. I need hardly say that such a contraption would meet with very little favour here. Why it should be thought necessary to go into such a wealth of complication for so little result passes comprehension. W. W.

The Paris Show. From all accounts, the Paris Show was not productive of much in the way of novelty. Of the classes which more particularly appeal to the British motorist there seems to have been a notable absence. Most of the French manufacturers appear to be specialising on big, powerful cars at enormous prices—cars which may be eminently suitable for Continental touring, where

The novelties in the second edition of "Laughing Eyes," at the Strand Theatre, are fortunately not introduced at the expense of Miss Jennie Benson's mercurial talent. She still carries the bulk of the Strand entertainment on her shoulders, and is still as compelling as ever in passages alike of sentiment and of humour. Nor are such good turns as the "Scandal" burlesque omitted. But there are new songs and dances—thus for Mr. Fred A. Leslie, Miss Daisy Leon, and others—

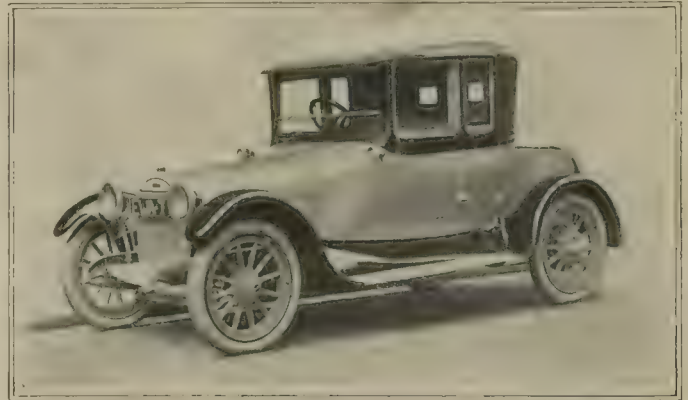


LEAVING FOR PARIS: THE FIRST AEROPLANE TO FLY A "HOUSE" FLAG.

Civil aviation is continuing to develop, and Messrs. Instone and Co., Ltd., steamship owners, who just inaugurated their aeroplane service to Paris with goods, mails, and dispatches, from the London C of Commerce to the French Chamber of Commerce, are the first firm to run a service of aeroplanes flying "House" flag. The photograph shows the machine leaving on its first trip. *[Photograph by G.N.]*

ing the electric starter could be counted on the fingers of one hand, it is scarcely too much to say that not a single one now lacks the device. Indeed, I am rather of opinion that the thing has been overdone. While the starter is a necessity on big engines, it is very much of a luxury on motors of the dimensions fitted to cars of the light class. To my way of thinking, it is somewhat of a superfluity on a 60 or 65 h.p. engine. If one got these things for nothing, there would be nothing more to be said; but the trouble is that they cost a good deal of money, and add to the already inflated prices of small cars. The car that was listed at £200 before the war, equipped with acetylene lighting and *sans* starter, now costs in the region of £400 or even more, with its equipment of dynamo lighting and electric starter. The lighting set I agree with, but the extra £40 or so entailed by the starter should at least be optional. I am

consistently high speeds are possible, but whose power is wasted in this country. One firm demonstrated that it is possible to turn out cars rapidly on the system of mass production, and actually had thirty-five cars—one day's production—driven in procession one evening to the Show. Of course, thirty-five cars a day is a mere flea-bite in comparison with the outputs of the big American factories; but this is only a beginning which it is intended to increase at least four-fold in the near future. I wish there were even



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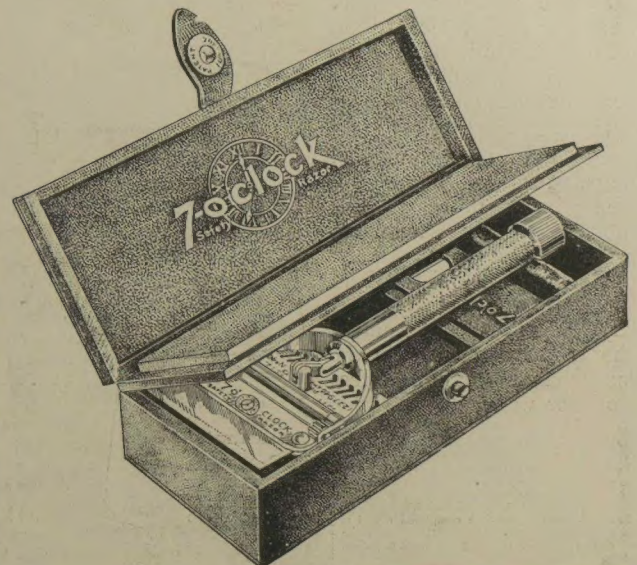
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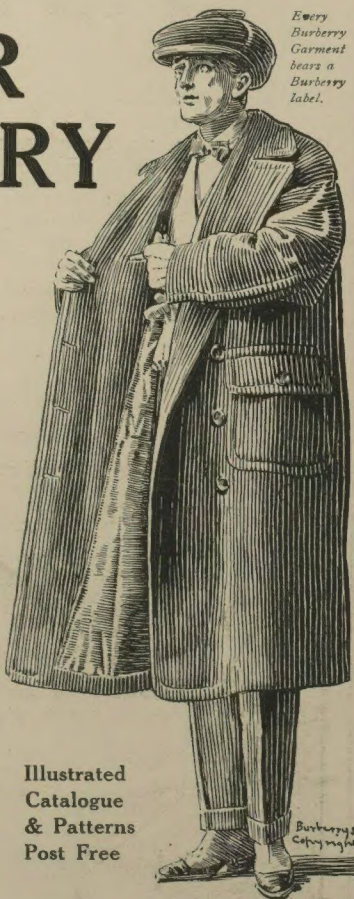
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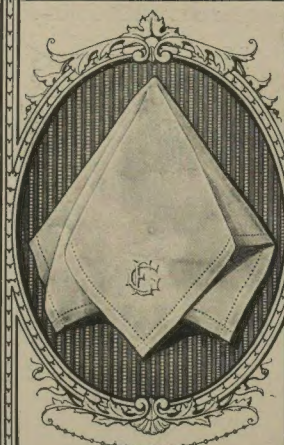


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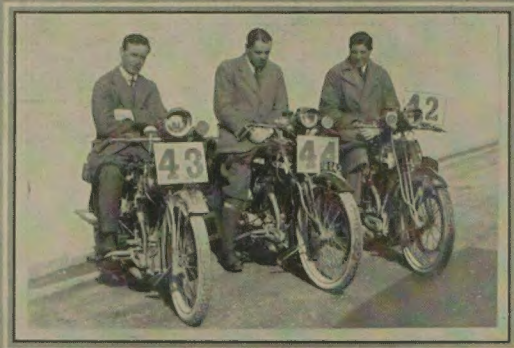
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